

THE ILLUSTRATED LONDON NEWS

REGISTERED AT THE GENERAL POST OFFICE AS A NEWSPAPER.

No. 3748.—VOL. CXXXVIII.

SATURDAY, FEBRUARY 18, 1911.

With 36-Page Canadian Supplement: SIXPENCE.
The Great Dominion.

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ILL WITH MEASLES: THEIR ROYAL HIGHNESSES THE PRINCE OF WALES AND PRINCE ALBERT—
WITH PRINCE ALEXANDER OF TECK.

Those who were aware that measles had been epidemic at the Royal Naval College, Dartmouth, for a fortnight or so, and had heard that the Prince of Wales and Prince Albert had colds, were not surprised to learn on Tuesday that their Royal Highnesses had developed the illness. The young Princes are in the house of Captain Hugh Evan-Thomas, who is in command of the College. Everyone was glad to know that the attack was but slight, and following its usual course, and that there was no cause for anxiety. Both the Princes have had measles before. The King and Queen are, of course, receiving frequent reports.

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and address of the sender, as well as with the title of the
subject. All Sketches and Photographs used will be paid
for. The Editor cannot assume responsibility for MSS.,
for Photographs, or for Sketches submitted.

PARLIAMENT.

THE way has been cleared in the House of Commons
for the Parliament Bill, which is to be introduced
on Monday. Divisions on amendments to the Address
have given the Government a majority which they con-
sider a sufficient mandate to proceed with their scheme.
The debate on Imperial Preference, as affected by the
North American agreement, was ably conducted, and
included several brilliant speeches; but it revealed no
change in the position of the great parties, Mr. Asquith
describing the Preference policy of the Opposition as an
imposture, and the Unionist party maintaining their faith
in it undiminished. Through Mr. Lyttelton they offered an
"affectionate assurance" to Mr. Joseph Chamberlain that
they would not abandon it. So desirous are the National-
ists of supporting the Government at the present crisis
that they abandoned their neutrality on fiscal issues and
voted with the Ministers, although they did not deny
that their views, as a rule, were more in sympathy with
those of the Tariff Reformers. The Labour Party had
a remarkably small vote in favour of its right-to-work
amendment, and the speech delivered by the new mem-
ber, Mr. Lansbury, in a loud, hoarse, breathless tone,
was not of the sort to recommend it to the House.
His jibe at the idle rich fell as flat as the suggestion
of another Labour member, Mr. Parker, in a later
debate, that the rent-roll of the Earl, at the christening
of whose heir there had been great rejoicings, should
provide a materially increased contribution to the revenue.
A very severe castigation was inflicted on the Govern-
ment by Mr. Austen Chamberlain in connection with the
question of the burdens on local rates. On being con-
fronted by the pledge given last summer that they would
deal with the subject this year, Mr. Hobbhouse pleaded
that, when they gave that pledge, they did not know they
would have another General Election and a constitutional
crisis. As he fell back on the appointment of a Com-
mittee to consider unsolved points, Mr. Chamberlain, in
a spirited, much-cheered speech, accused the Govern-
ment of a scandalous abuse of Parliamentary procedure.
Irish questions have begun again to receive special
attention from Unionists. The Nationalists were greatly
gratified to hear from Mr. Birrell on Monday of "the
probability at a not remote date of a reconstruction of
Irish administration"; and in view of this contingency
the Unionists are by questions and speeches showing
what may lie behind the "reconstruction." Meantime
the House of Lords, undecided as to its course of pro-
cedure in the constitutional conflict, holds brief sittings
and maintains a watching attitude.

THE PLAYHOUSES.

"ALL THAT MATTERS," AT THE HAYMARKET.

A CURIOUS medley is the so-called comedy of
English life Mr. McEvoy offers us at the Hay-
market. It starts with studies of rustic types, which
are rudely disturbed by the invasion of Cockney farce;
it lifts again into high-flown sentiment, only to drop
afresh into a grim realism which shows rural character
and pursuits without romantic colouring; and by way
of climax it provides a thrilling scene of peril and
pathos which is robbed of half its effect by comic
buffoonery with which its melodramatics have been
unwisely relieved. The play is as incoherent as a
musical comedy; it is everything by turns and nothing
long; it is loaded with thoughtful, but nevertheless
tiresome and superfluous dialogue, and, worse still, it
suffers from the inconsistency and emotional flightiness
of its two leading characters. Its pictures of the
Downs and of the difficult livelihood wrung from the
soil by shepherd and farmer are full of interest, some
of the character-drawing is extremely good and clear,
telling lines and happy p. rises abound; but there is
a lack of harmony somehow about the piece as a
whole, while the pettish moods and extraordinary self-
consciousness of the hero and heroine make their be-
haviour and the story of their love bewildering and
unconvincing. Out of the welter of confused impressions
which this mixture leaves on the spectator, one memory
stands out plain and overpowering, the memory of
Miss Neilson-Terry's charm in the part of the heroine.
It is a difficult part, because Olive is a very poetical
young lady, and eloquent in expression of her temper-
ament. That temperament reveals itself in wild bursts
of rhapsody, curious changes of front, subtleties of
sentiment, and extravagant demands on her lover for
sympathy and intuition. The actress has to be passion-
ate, wayward, dithyrambic, light-hearted, and even
tragic. Miss Neilson-Terry, young though she is, rises
to the exigencies of the occasion. Mr. Norman Trevor,
with his virility, finds it hard to give life and reason-
ableness to such a weathercock as Olive's farmer-
sweetheart. But the shepherd of Mr. Fisher White,
and half-a-dozen Cockney portraits supplied by other
members of the Haymarket company, deserve grateful
mention.

A NEW NORA HELMER AT THE ROYALTY.

Ibsen's heroine in "The Doll's House" one reckons
as rather petite, as well as childish and irresponsible.
Of course, there are two Nora Helmers—the doll-wife of
the opening acts, who nibbles at macaroons on the sly
and plays with her children as if they were toys, and
tumbles into scrapes through sheer thoughtlessness
and lack of conscience—and, again, the wife in re-
volt who suddenly discovers she has been living for
years with a strange man, and develops a sense of
the need of self-realisation. There is no recon-
ciling these two phases of Nora: the one woman would
never have become the other; the potential rebel
would have shown from the beginning some signs of
resentment over her husband's treatment of her as if
she were a caged bird or a domestic plaything. Still,
the feather-brained phase of her predominates, and we
think of her for the most part as a grown-up child, with
a child's high spirits, petulance, and dread of being
punished for naughtiness. It is hardly this sort of
conception of her that the newest interpreter of Ibsen's

melodrama of sex offers for our acceptance. Just as
Mme. Lydia Yavorska seems too majestic for so little a
thing as the Nora of our fancy, so she seems rather to con-
descend to that feature of her character we should de-
scribe as kittenishness. The Russian actress attacks the
part according to the methods of the French emotional
school, and she tries to put into Nora's scenes—espe-
cially those of the second act—far more intensity and
nervous excitement than they will bear. It is true that
Nora, at this moment of the play, is troubled over the
prospect of her husband's anger when he shall be
apprised of her folly; but, on the other hand, she is no
tragedy queen, but just a rather flighty and ingenuous
little wife, anxious to put off the day of reckoning. More
impressive is the Nora of the last act: the Princess's
suggestion of Nora's impassiveness under the husband's
alternate caresses and reproaches strikes the imagina-
tion, and her declamation in the rhetoric of revolt would
tell more if her struggles with our English language
did not make her delivery too slow and halting. Her
voice, too, all through the performance is rather too
monotonous; and her speciality—that of being able to
sustain a prolonged storm of tears—does not here
secure its opportunity. No; the Helmer of Mr. Stephen
Ewart, the Dr. Rank of Mr. Franklin Dyall, the Nils
Krogstad of Mr. Ivan Berlyn, in the Royalty revival are
much nearer Ibsen's idea than her Nora.

OUR SPECIAL SUPPLEMENT: THE GREAT DOMINION OF CANADA.

IN the whole of history it would be difficult, prob-
ably impossible, to find an instance of a country
progressing so swiftly, scientifically, and consciously to
its place among great and prosperous civilised nations
as is the case with Canada at the present time. In
popular phrase, Canada—the Dominion as large as Eu-
rope—is "booming" to-day as never country "boomed"
before. Thousands of settlers are pouring into its vast
unoccupied spaces from the United States: more tardily,
a stream of emigration is flowing towards it also from
this country. British emigrants are deterred, not only
by the national characteristic of deliberation, but by the
fact that, unlike the American settlers, they have to put
some three thousand miles of sea between them and their
homes in Great Britain before they can enter the
promised land. Then, too, many who are inclined to
take the plunge across the Atlantic are deterred by
lack of information as to the best places to go to and
the conditions of life there; for, indefatigable as the
Colonial agents in London are in disseminating infor-
mation on such subjects, there are yet many whom their
efforts fail to reach. Many stalwart sons of the soil,
not gifted with much book-learning or imagination,
cannot form their ideas of a country from written
descriptions: they need a wealth of pictures to bring
it home to their minds.

Taking these things into consideration, and also the
fact that his Royal Highness the Duke of Connaught is
this year to take over the duties of Governor-General of
the Dominion, we have thought the present time an
excellent opportunity to give our readers a full and
abundantly illustrated Supplement dealing with life and
work in Canada. It will, we trust, be of use both to
the emigrant who goes out to seek a new home in a
new land, and also to the investor who stays in the
old home, but helps to provide the capital which enables
the new land to develop its resources. The Supple-
ment, it will be seen, contains no fewer than thirty-six
pages, and deals with almost every phase of Canadian
life, from the operations of banks and stores in the cities
to the work of agriculturists in the great corn-growing
prairies, and the trappers and hunters in the forests.
The articles, written in popular style, are the outcome of
expert knowledge of the country, while the numerous
illustrations, taken together, present a picture of Cana-
dian scenery which will enable anyone to realise the
character of the country. In addition to the many
photographs, the drawings by that well-known artist,
Mr. Cyrus Cuneo, are of particular interest, not only
from an artistic point of view, but because they illus-
trate episodes of the wilder life of Canada which are
generally beyond the reach of the camera. Mr. Cyrus
Cuneo, it may be mentioned, made these drawings as the
result of a recent somewhat lengthy visit to Canada.

AT THE BOOKSELLERS.

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STEPHEN SWIFT. The Party System. Hilaire Belloc and Cecil Chesterton. 3s. 6d. net.	MACHILLAN. England in the Sudan. Yacoub Fasha Artin. 10s. net.

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By G. K. CHESTERTON.

IN some dreadful hour of doom, somebody suggested that English journalism was bad because it tended to personalities. What is really wrong, of course, is not the personalities that are written: it is the impersonalities who write the personalities. If names are unfairly mentioned in the body of the articles, it is only because names are unfairly suppressed at the end of the articles. It is a mere matter of convention how much of a person's moral personality shall be displayed, just as it is a mere matter of convention how much of a person's body shall be displayed. Modern thinkers, who are just like frogs (being at once jumpy and cold) always croak with a curious discordance on this topic. They always urge that, because conventions vary about the vulgar display of personality, therefore the morality varies too. They are wrong. There are countries in which a respectable woman wears a veil on her face. There may be (for all I know) countries in which a respectable woman wears a nosebag on her nose. But nothing will convince me that any woman in this world does not know what impression she is creating, and whether what she is doing is counted common modesty or uncommon self-assertion. She knows that she is remarkable if she wears no veil in Old Bagdad. She knows that she is remarkable if she wears a nosebag in New Bond Street. One convention comes in and another convention goes out: but conventionality and unconventionality are eternal.

So it is about this point of personality in journalism. I take one case out of a hundred. There is a convention which permits the minute description of the clothes of ladies at public functions, but not of the clothes of gentlemen. This, in a general way, is no doubt fortunate for the gentlemen. But though I may call myself one of those who most luckily escape, I should not really be indignant if the convention were altered. I should not complain if a newspaper, in reporting one of my lectures, wrote—"Mr. G. K. Chesterton was exquisitely gowned in an old frock-coat, with pockets *remplis* and *repoussés* of numerous books and magazines; his necktie at the diagonal angle now adopted by the best people in London, and his waistcoat . . ." etc. I should not mind this, it would be a mere change in the external regulations that surround personality. I should not mind if a man were as openly praised for luxury of dress as a woman. I should not mind if a Premier's private whispers or fidgeting fingers were treated as seriously as a murderer's. For I do not mind any of these conventions and conditions about personalities. I only care for the ultimate thing about personalities, whether they are facts or lies. I have never cared how personally any person spoke of me; but I do care that that person shall be a person. I do ask that I should be allowed to know his bias or brotherhood, whatever it may be; and in this place I propose to set a salutary example.

One of the clearest and most capable books I have ever read has just been written by two collaborators. One is my brother. The other is my most intimate friend. That is what I call honest and desirable personality. If anybody thinks that brothers always agree, let him deduct so much from my eulogy. If anybody thinks that literary friends must always exult in each other's success, let him deduct that much. The book

I mean is called "The Party System," and is written in collaboration by Mr. Hilaire Belloc and Mr. Cecil Chesterton; it is published by Swift. The business of the book is to explain the rottenness in the very root of our national politics; to point out that our politics have ceased to be honestly aristocratic without becoming even dishonestly democratic. In this book it is quite clearly pointed out, quite without fanaticism, and even (one may say) without any very fervid hope, that we have now got in England government by a clique, and nothing else. It is not even government by a class: it is government by a set. Pitt and Fox (it is

Now this is exactly why I have mentioned that this book is written by definite and discoverable people, by my born brother and my friend; for it is just these plain facts of personal relationship that people are not allowed to know under the system that they denounce. It is essential, it is urgent that English people should realise that names and titles are now used not to assert relationship, but to disguise it. Doubtless the old crests, escutcheons, and pennons had originally the purpose of showing that one person was related to another. But quite certainly the new coronets, titles, and grants of arms have simply and solely the object of concealing such kindred. It is not merely that an upstart can conceal his plebeian origin by getting an aristocratic title. It is something much madder and more amusing than that. It is actually that a real aristocrat can conceal his aristocratic origin by getting a new aristocratic title which does not belong to him. That is why I have devoted this article to a preposterous personal candour. Anybody who reads this page in any quarter of the globe could guess that the G. K. Chesterton who grinds it out, to his grief and theirs, might have something to do with the Cecil Chesterton who writes against the Party system, or with the H. Belloc with whom he is perpetually associated, even in *Punch*. But if one suddenly spoke of Lord Ashby St. Ledgers, few might know that it meant an extra title suddenly given to the family of Lord Wimborne. And people may soon admit that there is a Lord Northcliffe, created by a Conservative Government, and a Sir Harold Harmsworth, created by a Liberal Government, and yet never suppose that there is any connection between the two.

For this is the final fact, which should be sculptured on solid granite or blazoned on eternal brass, as the true story of our time. In our time titles have been used almost totally and entirely to conceal pedigree. Sometimes a man is made a nobleman to conceal the fact that he is a cad; sometimes to conceal the fact that he is a gentleman. Sometimes a man is Lord Portcullis to conceal the fact that he was Mr. Potts, the grocer. Quite as often he is Lord Portcullis to conceal the fact that he was recently Lord Moat or Lord Turret or Lord Drawbridge. The Party System does not merely give titles and nicknames to disguise how new men are, but also to disguise how intolerably old they are. Just when the world has become utterly weary of old Sir Walter Waggleton he will suddenly renew his youth like the eagles, and under the new title of Lord Tooting enter a second youth or a second childhood. Half the high titles in modern England are those given to good families that ought to have despised them, or to bad families that

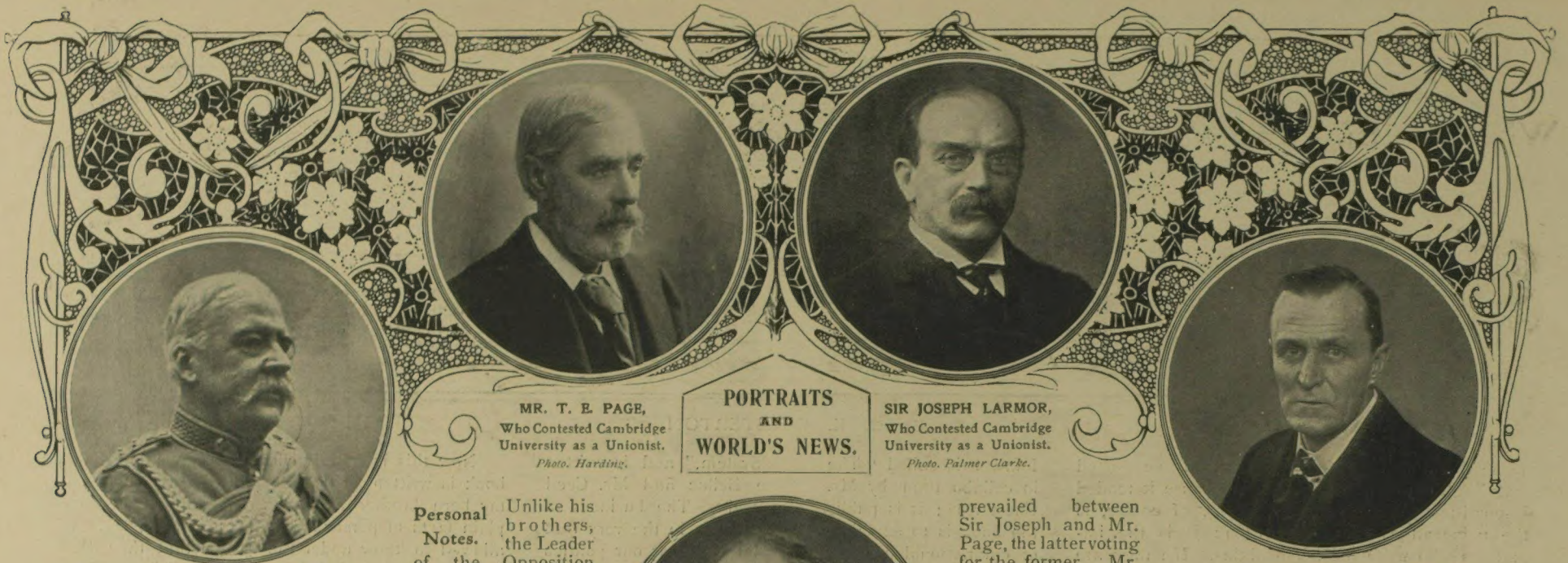
ought never to have been offered them. That is where we of the middle classes may still redeem the situation if we will only call ourselves by our own proper names and our neighbours by theirs. That is why I have insisted in this article on the facts of relationship and friendship. I have here praised an admirable book and stated my relationship with its authors. The principle affecting the Party System is at once obvious and enormous. If the leaders of the Party System imitated me to-morrow morning; if they mentioned, as I have here, their family or personal ties, the result would be very simple and remarkable—the Party System would suddenly disappear.



A BUDGET-MAKER WHO BELIEVES IN FIRST-HAND KNOWLEDGE: M. RENÉ BESNARD. IN ENGINE-DRIVER'S DRESS, MAKING A TOUR ON THE STATE RAILWAYS.

M. René Besnard, the member for Tours in the French Chamber of Deputies, has been entrusted with the task of introducing the Budget of the State Railways, a matter on which there has recently been much discussion in the Chamber, especially in regard to the Western lines and the somewhat frequent accidents upon them of late. M. Besnard made a very eloquent and luminous speech on behalf of the State system, explaining the details of his Budget. In order to obtain a practical acquaintance with the working of the lines, he donned the regulation garb of an engine-driver—including the traditional white scarf—and made several journeys, on engines, into Brittany and Normandy, among other places to Mans, Rouen, and Bernay, where a disaster recently occurred. M. Besnard encountered all weathers on these trips. Our photograph shows him standing at the top step of an engine leaving the depot in the early morning to be attached to a train in the Gare St. Lazare.

here truly pointed out) did belong to the same class, but not to the same set. But to-day the trouble of the two parties is very much more easy to analyse. The trouble is simply that they are not two parties, but one party. The majority must obey the Government Front Bench; the minority must equally obey the Opposition Front Bench; so that the whole of the Commons are controlled by the Privy Councillors. Privy Councillors are people (roughly speaking) who are, or have been, in the Cabinet. In other words, the Privy Council includes both Mr. Balfour and Mr. Asquith. Nobody knows anything about the Privy Council except that it is extremely privy.



MR. T. E. PAGE,
Who Contested Cambridge
University as a Unionist.
Photo. Harding.

PORTRAITS
AND
WORLD'S NEWS.

SIR JOSEPH LARMOR,
Who Contested Cambridge
University as a Unionist.
Photo. Palmer Clarke.

THE LATE COLONEL EUSTACE BALFOUR,
Brother of the Unionist Leader, and Brother-in-
Law of the Duke of Argyll and the Duchess of
Northumberland.

in architecture, and art generally, in the Volunteer movement, and, as a recreation, in sport and golf. With Mr. Thackeray Turner, he was a partner in the well-known firm of Balfour and Turner, for many years architects to the Grosvenor Estate. Colonel Balfour was a Fellow of the Royal Institute of British Architects, and also of the Society of Antiquaries. He did some very fine work in his profession. Throughout his life he took an active interest in the Volunteer movement, and for some years commanded the London Scottish. In 1879 he married Lady Frances Campbell, daughter of the late Duke of Argyll, and sister of the present Duke and of the Duchess of Northumberland.

The most important announcement in the musical world this week concerns Dr. Richter. It is announced that he is about to retire. He has been associated intimately with London music for five-and-thirty years, and is responsible for some of the most hopeful changes these years have witnessed. It was an open secret when he left his post at Covent Garden last year that his medical advisers were opposed to his wish to return to the arena of music; but his devotion to work has led him to extend his sojourn in our midst, and he will enter into what we may hope will be a long period of leisure with the best wishes and the affectionate gratitude of a host of musicians and music-lovers. He will not be idle in retirement: it is his intention to write his memoirs, and as they date back to the time when he was Wagner's assistant



Photo. Dover Street Studios.

DR. HANS RICHTER,
The Famous Musical Conductor—who is
Retiring from Active Work.

and confident; it is safe to say they will contain much information that has not yet been given to the world.

In place of the late Mr. Alexander Hubbard, the Directors of the Grand Trunk Railway Company of Canada have elected Sir Felix Schuster as a member of their Board, which already includes several men eminent for public services, among them Lord Welby and Sir W. H. White. Sir Felix Schuster has been a Member of the Council of India since 1906. He has had a large experience on committees and other bodies dealing with great organisations, having served, among others, on the India Office Committee on Indian Railway

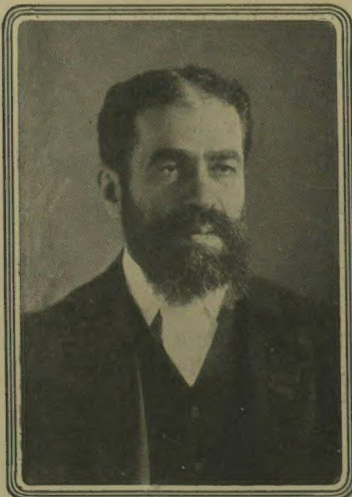


Photo. Elliott and Fry.

SIR FELIX SCHUSTER, Bt.,
Elected a Director of the Grand Trunk
Railway Company of Canada.

Finance and Administration, on the Royal Commission on London Traffic, and on the Council of the British Empire League. He is also a Governor of the Union of London and Smith's Bank, and has written much on financial subjects. He was made a Baronet in 1906.

Owing to the exigencies of going to press, we cannot record the result of the Cambridge University bye-election caused

Personal Notes. Unlike his brothers, the Leader of the Opposition and Mr. Gerald Balfour, the late Colonel Eustace Balfour took no part in politics. His interests were



Photo. Agnes Jennings.

MR. HAROLD COX,
Who Contested Cambridge University as a
Unionist Free Trader.

prevailed between Sir Joseph and Mr. Page, the latter voting for the former. Mr. Harold Cox resented the suggestion that he was a "little Navy" man. By his supporters he was regarded as "the recognised champion of individual action against either mischievous Government intervention or pure Socialism." Sir Joseph Larmor, who received his Knighthood in 1909, is Lucasian Professor of Mathematics at Cambridge, and is Secretary of the Royal Society. Ireland is his native land; his college is St. John's. Mr. Harold Cox is of Jesus College, and was President of the Union in his day. He once worked as a farm-hand for about a year to learn the conditions of the life. He has taught mathematics in India, read for the Bar, taken to journalism, and been Secretary of the Cobden Club. He was M.P. for Preston, as a Liberal, from 1906 to 1910. Mr. T. E. Page, who, like Sir Joseph Larmor, is a Johnian, is well known in the scholastic world, having been Sixth Form Master at Charterhouse for thirty-seven years—1873 to 1910. At Cambridge he was a distinguished classic, and he has published editions of Horace and Virgil and the "Acts of the Apostles." He became President of the Association of Assistant Masters in 1903, and he is an Alderman of Godalming.

DR. REGINALD FARRAR,
British Representative on the International
Commission of Doctors going to China to
Fight the Plague.



Photo. Weston.

COUNTESS FITZWILLIAM AND VISCOUNT MILTON.
Lord Milton, whose christening the other day was the occasion of great rejoicings, is the first direct heir to the House of Fitzwilliam for seventy-one years.

Not even the Sleeping Beauty had a grander christening party than little Viscount Milton, in whose honour more than fifty thousand of his father's friends, tenants, and employees assembled last week at Wentworth Woodhouse, the Sheffield seat of Earl and Countess Fitzwilliam. The reason for these unusual rejoicings was that Lord Milton is the first direct heir born to the great and ancient house and estates of the Earls Fitzwilliam for seventy-one years. The Earl and Countess (formerly Lady Maud Dundas, and daughter of the Marquess of Zetland) were married in 1896, and until Lord Milton was born, on the last day of last year, their family consisted of four little girls. He was baptized last Saturday in the private chapel of Wentworth Woodhouse, wearing the famous scarf which William the Conqueror gave to his ancestor for valour at the Battle of Hastings. The assemblage of tenantry in the park were entertained in the old English style with abundant hospitality, and the Earl made the happiest of speeches to the deputation from his Irish tenants in County Wicklow, saying that whether, after the passing of the Irish Land Sales Bill, they were his tenants in the eyes of the law or not, they were at any rate "tenants of the heart of Lady Fitzwilliam and himself." Little Lord Milton is the heir to a rent-roll said to amount to £300,000 a year.

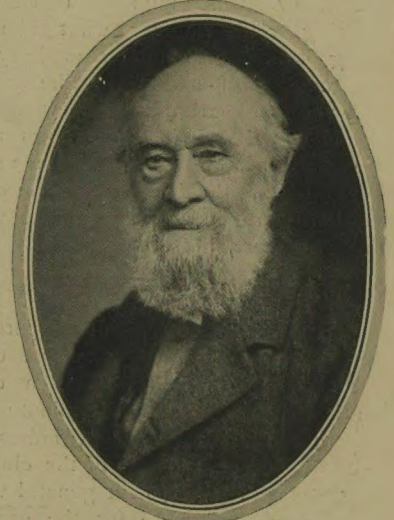


Photo. Elliott and Fry.

PROFESSOR G. D. LIVEING,
Who has been Elected President of St. John's
College, Cambridge.

Admiral Sir Charles Campbell entered the *Britannia* as a Naval Cadet in 1860. As a Sub-Lieutenant he



Photo. Elliott and Fry.

THE LATE ADMIRAL SIR C. CAMPBELL,
Who Represented Great Britain on the New-
foundland Arbitral Tribunal in 1905.



Photo. Topical.

THE LATE MOST REV. PATRICK RYAN,
Roman Catholic Archbishop of Philadelphia.



Photo. Vera and Co.

SEÑOR DON AUGUSTIN EDWARDS,
The New Chilian Minister in London.

by the death of Mr. S. H. Butcher, although the result will probably be known by the time these notes appear. Polling was to conclude on Thursday evening. It was a peculiar feature of the contest that all three candidates called themselves Unionists, though Mr. Harold Cox further described himself as a Free Trader, and Mr. T. E. Page made known that he was fighting chiefly in the cause of secondary education. There was some little animosity between Mr. Cox and the forces of Sir Joseph Larmor on the question of quotations from Mr. Cox's speeches, but peaceful relations

(Continued overleaf.)

WHERE THE OLD WAR OFFICE STOOD : THE £250,000 HOME FOR R.A.C. MEMBERS. IN THE ROYAL AUTOMOBILE CLUB'S NEW PREMISES.



1. A CORNER OF THE GREAT DINING-ROOM.
2. THE DINING-ROOM.

3. THE ROMAN SWIMMING-BATH.
4. THE CENTRAL OVAL HALL.

5. A TERRACE ROOM IN THE GEORGE II. STYLE.
6. THE TERRACE OVERLOOKING THE MALL.

As every motorist knows, the Royal Automobile Club's new premises, which are now nearing completion, stand on the site in Pall Mall which was occupied by the old War Office. It is claimed for the club that it will be the most luxurious in the world, a boast that does not seem vain when it is remembered that, when finished, it will have cost a quarter of a million sterling. Two years or so ago, the Club had a membership of 3700: soon, it is believed, its members will number 10,000. The King and Queen inspected the premises the other day, and were much interested in them.—[PHOTOGRAPHS BY TOPICAL.]

served on the *Galatea*, under the late Duke of Saxe-Coburg and Gotha, and made a cruise round the world. He attained Commander's rank in 1882, and was appointed to the *Thalia*, and to the position of Transport Officer in the Egyptian War of that year. Later he distinguished himself in operations on the Benin River, and was made a C.B. In 1887 he commanded the *Theseus* at the capture of Benin, and he was second in command during the operations in Crete in 1897-9. In the latter year he became Commander of the Medway Gunnery School. He attained flag rank in 1901, and four years later represented Great Britain on the Newfoundland Arbitral Tribunal.

Archbishop Ryan, of Philadelphia, who died last Saturday, was extremely popular in that city among people of all shades of religious opinion. He was an Irishman, with all the wit, humour, and charm that an Irishman can possess, and he was a very fine preacher, as well as a devoted pastor. He was born in County Tipperary in 1831. In his young days he once headed a deputation of schoolboys to Daniel O'Connell, and on another occasion he was arrested by mistake for another popular leader, Michael Doheny. After studying in Dublin he went out, at an early age, to St. Louis, with which diocese he was connected for over forty years, holding successively the posts of Rector of the Cathedral, Vicar-General, Coadjutor Bishop, and Bishop from 1883 to 1894, in which latter year he was appointed Archbishop of Philadelphia. In the Civil War he was Chaplain to the Military Hospital and Prison at St. Louis.



Photo. Braunstein.

FOR THE FIRST TIME NOT CHOSEN FROM THE HALLES: Mlle. JEANNE QUÉRÚ, QUEEN-OF-QUEENS ELECT.

For the first time, the Paris Queen of Queens is not a worker in the Halles. In point of fact, she sells stationery and leather goods in a big shop on the boulevards. Mlle. Quérú is twenty-one. She will, of course, be enthroned as usual in the mid-Lenten Procession.

his first period of office as Foreign Minister he negotiated the treaty of peace with Bolivia, which removed all causes of difference remaining since the war. He has been Chilean Minister to Italy, and represented Chile at the Red Cross Conference at Geneva and at the wedding of the King of Spain.

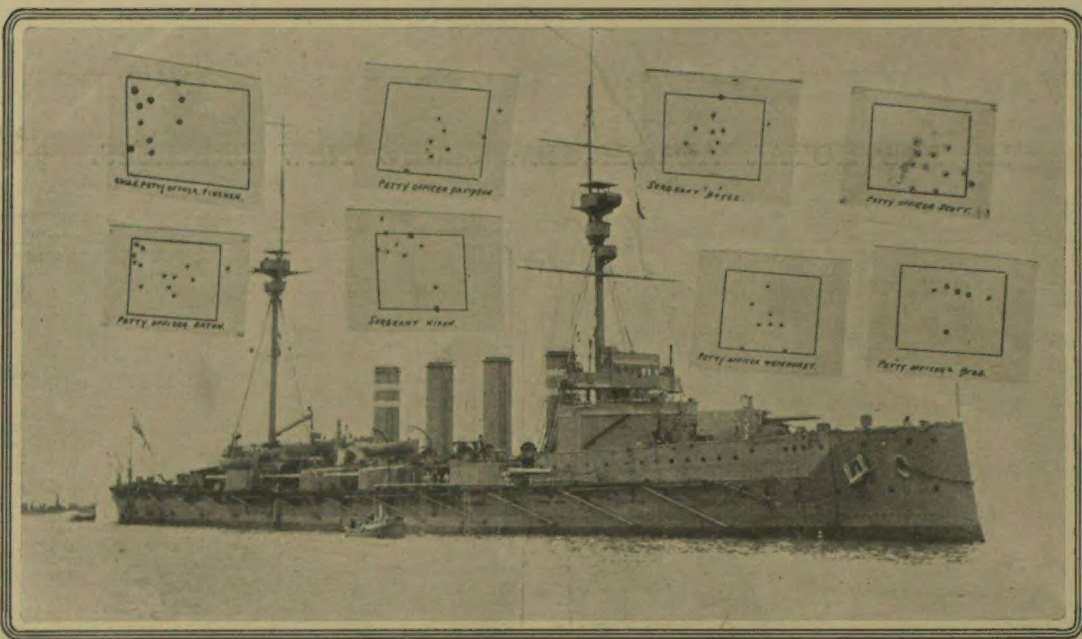


Photo. Cribb.

MAKER OF A VERY FINE RECORD IN NAVAL GUNNERY: H.M.S. "NATAL," THE FIRST SHIP FOR THE SECOND TIME, WITH HER 1909 TARGETS.

The Navy shooting record for last year was particularly good. The first three ships were the "Natal," of the Home Fleet, Second Division, with 56 rounds, 50 hits; the "Téméraire," of the Home Fleet, First Division, with 37 rounds, 32 hits; and the "Hermes" (Cape of Good Hope) with 65 rounds, 47 hits.

Dr. Reginald A. Farrar has been appointed to represent this country on the international commission of medical men about to visit China, for the purpose of organising a great



Photo. G.P.U.

BUILT FOR THE GREAT SCOTTISH NATIONAL EXHIBITION, A SCOTTISH BARONIAL HALL.

This hall will be one of the features of the Scottish National Exhibition to be opened by the Duke of Connaught in Kelvingrove Park, Glasgow, on the 3rd of May. It is hoped that the show will add considerably to the general interest in Scottish History and Literature. The proceeds will be devoted to the endowment of a Chair of Scottish History and Literature in Glasgow University.

Cambridge, Mr. R. F. Scott. Professor Liveing was born at Nayland, in Suffolk; was educated at St. John's College, and has resided at Cambridge most of his life. In 1860 he was Professor of Chemistry to the Staff and Royal Military Colleges

The "Devil-Worshippers" of Mesopotamia.

We give elsewhere two pages of drawings illustrating the remarkable Yezidi cult of Sheikh Adi, near Mosul, whose devotees are believed to be "Devil-Worshippers." The reasons for this belief are explained in the note under the pictures, but some further particulars of this mysterious shrine may be of interest. On fête days the recesses in the wall of the inner courtyard are occupied by merchants, who trade with the pilgrims that come from all parts of the country. The nuns are old women whose duties consist in attending to the comfort of the monks and priests, and, like the monks, they are dressed in black. The priests are venerable old men, with long beards and white flowing robes. They go long journeys every year to collect funds. They claim that none of them has ever lost his staff. If attacked by Arabs in the desert, they bury the staff, and mark the spot in order to recover it later.



Photo. Cribb.

THE BEST SHOT IN THE FLEET: SERGEANT W. BEAUMONT, R.M.L.I., MAKER OF A REMARKABLE RECORD.

Sergeant Beaumont made 13'33 hits per minute with a four-inch quick-firer of the "Topaze," attached to the Third Division of the Home Fleet. First-class Petty Officer W. Ingram, of the "Drake," attached to the Atlantic Fleet, was second with 12'86 hits per minute.

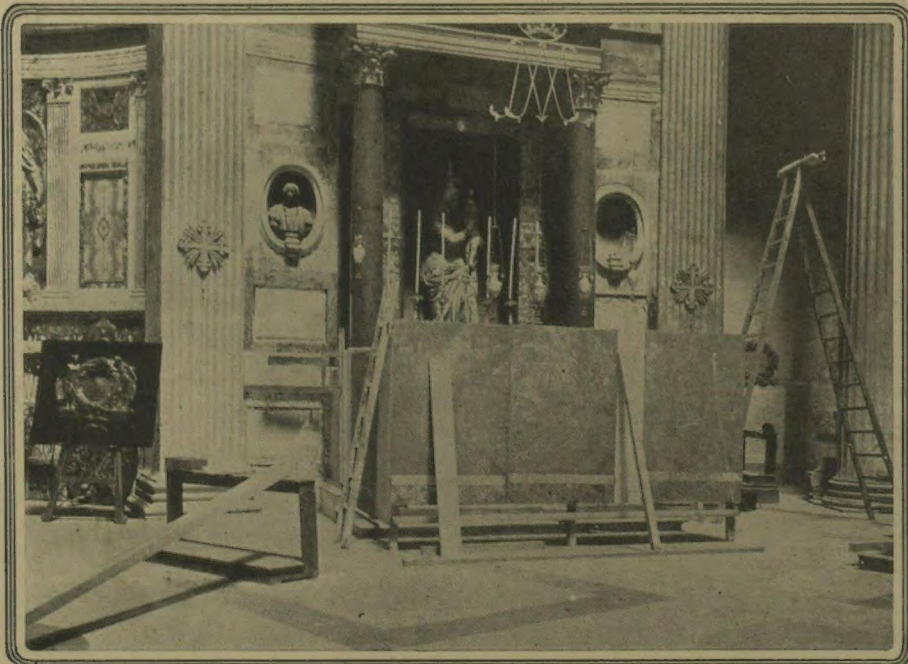


Photo. W.G.P.

WORK THAT HAS CAUSED MUCH OUTCRY: REMOVING THE ALTAR OF RAPHAEL'S TOMB IN THE PANTHEON AT ROME.

Believing themselves to be carrying out the great painter's last wishes, a number of artists have been engaged in altering Raphael's Tomb, in the Pantheon. Protests having been made, the Italian Minister of Public Instruction has ordered the suspension of the work. The photograph shows the removal of the altar. Raphael expressed a wish to be buried beneath the image of Our Lady, behind the altar.

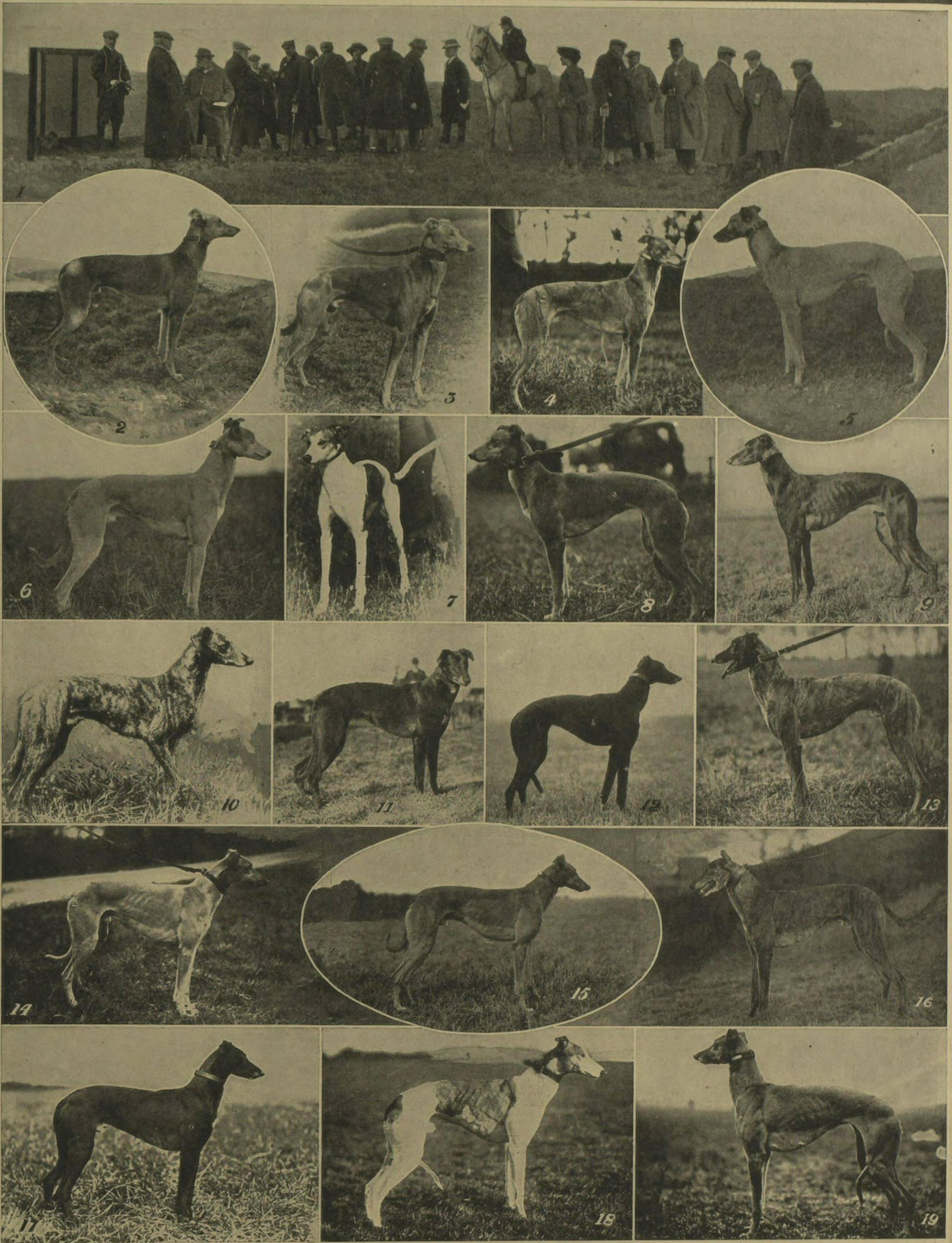


Photo. L.N.A.

BURNT IN THE £80,000 FIRE AT MESSRS. BARKER'S: THE ROYAL CARRIAGE, WHICH WAS DESTROYED.

This coach, which was burnt the other day during the fire at the Notting Hill Coach-Building Works of Messrs. Barker and Co., was to have figured in the Coronation Procession. In the same fire a number of motor-cars were destroyed, notably, those belonging to the Duke of Buccleuch, Lord Carlisle, and Mr. Rudyard Kipling. The Duke of Richmond's state coach, which was being renovated for the Coronation, was also burnt.

THE WATERLOO CUP: IMPORTANT NOMINATIONS FOR THE DOGS' DERBY, AND A GROUP OF CELEBRITIES OF THE COURSING WORLD.



1. CELEBRITIES OF THE COURSING WORLD—(FROM LEFT TO RIGHT): E. W. WILKINSON (SLIPPER), MR. MARTIN, MR. F. ALEXANDER, MR. W. PATTERSON, MR. H. CHARLES, EARL OF SEFTON, MISS RUTH FAWCETT, EARL OF ENNISKILLEN, DUKE OF LEEDS, MR. LOUIS HALL, MR. R. A. BRICE (JUDGE), COUNTESS OF SEFTON, MR. G. F. FAWCETT, MR. PILKINGTON, MR. E. ROPER, MR. G. MAYALL, MR. CRISP, AND MR. J. E. DENNIS.

2. MR. J. W. FULLERTON'S FULL STEAM.
3. MR. G. WRIGHT'S HOSTAGE.
4. MR. E. ROGERS'S REAL BAYARDO.
5. MR. J. E. DENNIS'S DENDROMYS.
6. MR. H. C. PILKINGTON'S POSTAGE PAID.
7. THE HON. PIERS ST. AUBYN'S BODILLAN.

8. THE COUNTESS OF SEFTON'S STEP DANCE.
9. THE HON. CHARLES B. HANBURY'S MICKEY THE MILL.
10. MR. G. F. FAWCETT'S FINNISH FREEDOM.
11. MR. W. WING'S WREAK.
12. MR. R. N. STOLLERY'S SYLPH.
13. MR. W. H. SMITH'S SPORTING STAR-LIGHT.

14. MR. C. BLUNDELL'S BEADED BROW.
15. MR. AMBROSE GORHAM'S TELSCOMBE LICKER.
16. MR. F. M. CRISP'S CALABASH.
17. LIEUT.-COLONEL CORNWALL-LEGH'S HIGH LEGH BRIAN.
18. MR. H. HARDY'S HILLCOURT.
19. THE DUKE OF LEEDS' LANTHORN.

The Altcar Meeting, which has as its chief event the Waterloo Cup, the Dogs' Derby, began on Wednesday last. The usual banquet and draw were held at Liverpool on the evening before the day of the event. The draw itself resulted in no particularly sensational feature; but it came about in such a way that most of the favourites would not meet until the second day.

PHOTOGRAPHS, EXCEPT NO. 1, BY SPORT AND GENERAL; NO. 1 BY HORACE W. NICHOLLS.

THE DEAD DANGER: A CAUSE OF THE SPREAD OF PLAGUE.

DRAWN BY FREDERIC DE HAENEN.



THE OPEN CEMETERY OF THE CHINESE: COFFINS MERELY LAID ON THE EARTH'S SURFACE.

Throughout the greater part of China, it is the custom not to bury the dead, but to place them in their coffins on ground specially reserved for the purpose near the town or village. This arrangement, it need scarcely be said, is not good from the point of view of public health. When night falls, these cemeteries take an even more gruesome aspect than they do during the day. There can be little doubt that such methods as these have helped the plague which is at present raging to attain its terrible dimensions. Only the other day, a special demand was made that the bodies of those dead of the pest should be destroyed as quickly as possible by fire.

VEILED AGAINST GERMS: IN PEST-DRESS IN MANCHURIA.



MASKED THAT THEY MAY NOT BREATHE-IN BACILLI: RAILWAY OFFICIALS IN A PLAGUE-RIDDEN DISTRICT.

Naturally enough, many precautions are now being taken to prevent the spread of the plague. For instance, the regulations imposed on the Japanese post-offices in Manchuria provide for the fumigation of mail-bags, and so on, with formalinum vapour, to which they are exposed for somewhere about an hour at a temperature of 60 degrees Fahrenheit: heat, it is said, being the only disinfectant that can be relied upon in the case of the pneumonic plague bacillus. Doctors, railway officials, sanitary officials—indeed, all those whose duties call them to work in the affected areas—take every precaution possible: witness these railway officials who, like members of the sanitary service, wear white, shroud-like garments, and have their faces covered with veils soaked in iodoform.

Holingsbroke praying
at the tomb of his father,
John of Gaunt. St. Paul's. 1539.

At the Sign of St. Paul's

The body of
Richard II. lying
in state in St. Paul's.
1399.



Photo. Lafayette, Dublin.

LORD DUNSANY,

Whose new series of weirdly original tales of imaginary adventure are appearing weekly in "The Sketch" under the title of "The Book of Wonder," with illustrations by S. H. Sims.



ANDREW LANG ON A NEW MEMOIR OF HARRISON AINSWORTH.

"THE English are bad biographers," says the Abbé Dimnet, and I so far agree as to think that we have got into a bad manner of biography. A "Life" with us is usually a "Life and Letters," as in Lockhart's biography of Scott. It is a delightful book, but perhaps it would have been wiser to write the Life apart, and succinctly, while publishing the letters separately, like those of Cowper and Horace Walpole. Into the lives of men not so distinguished, and not so good in the epistolary art, the modern British biographer pours far too many of the letters. He does this partly because it saves him the trouble of reducing them to their essential essence, which is by far the better way, but more because, having got original manuscripts into his hand, he takes a pride in his research, and does not like to part from his documents. Some of our old historians conscientiously filled the pages of their narrative with long public documents, which it would have been wiser to place in a separate appendix; if to give them was necessary.

Having made ventures in biography myself, I now know how it ought not to be done: it ought not to be done as I did it; that is, in the usual way, with copious extracts, and with letters often trivial.

These reflections occur to me after reading Mr. S. M. Ellis's "William Harrison Ainsworth and his Friends" (Lane). Eight hundred pages are too many. We may, and do, skip, but we should not have been tempted by prolixity, and by many very ordinary notes

and epistles, to do the skipping. We have to form for ourselves an idea of the man, which Mr. Hill might have presented in the space of one of the volumes in "The English Men of Letters" series. We get a fairly clear idea of Ainsworth out of the mass; but perhaps it were better for the biographer to draw the portrait—a tempting task.

With his contemporary, G. P. R. James, Ainsworth shares sixteen lines in Mr. Saintsbury's "Short History of English Literature." "Neither was a man of strictly literary power; both have been rather absurdly depreciated of late." That is a curt epitaph! Born in 1805, Ainsworth died in 1882. From the age of sixteen

he wrote fluently, wrote enormous piles of books. I cannot help thinking that the dominant facts in Ainsworth's career were his health, high spirits, love of enjoyment, and good looks. He really was a very handsome beau, perhaps with too bright a contrast of glowing complexion, and exuberant black locks, and whiskers or whiskers and beard always in the fashion. His dress, like that of Dickens and Disraeli, was gorgeous, and flamboyant with jewellery. The women obviously adored him from his boyhood upwards, and he was certainly conceited.

Before he was seventeen he was writing in the magazines, introducing himself to Lamb by way of correspondence; swaggering into Blackwood's shop, and meeting "Ebony" and Christopher North in the flesh. He hired a gig and drove about Edinburgh like a buck of fortune, at this early age. His erudition he seems to have got from or through a senior and more learned friend, Mr. Crossley, who seems to have helped him, when he was twenty-one, with his first historical novel. He was about twenty-one when it appeared. Scott read it, rather liked it, saw that he was being imitated, but thought that he himself "did it more natural." The imitators showed that they had "cramped" themselves for their books.

Scott's song, "Bonny Dundee," appeared in Ainsworth's magazine, the *Christmas Box*. Ainsworth was always buying and editing magazines, which flourished awhile and faded. He was the ideal Boomster. Nobody ever advertised himself so frankly; he had his portrait inside the omnibuses; he arranged in the openest way for favourable reviews. A man of today blushes at the spectacle of Ainsworth's prodigious puffery. Dickens, surely, did none of these things. But Ainsworth's portraits were always before his public. He knew Dickens better than he knew Thackeray, who, it seems, never really cared for him; he was too loud and too gorgeous. We see their portraits, by Maclise, at the dinner of the writers in *Fraser's*. Ainsworth, Lockhart, and d'Orsay are the beauties. Ainsworth had a kind heart, an open hand, and abundant courage. He went on writing laboriously after men had forgotten him and his fame. Alas! even as a boy, even with the aid of Cruikshank's pictures, I could not read this master of criminal romance. It is too late to begin!

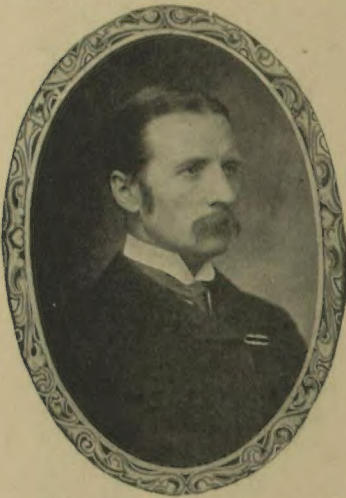


Photo. Elliott and Fry.

MR. WILLIAM ARCHER,

The well-known dramatic critic, whose forthcoming book, "The Life and Death of Ferrer" (Chapman and Hall), is the result of several months' personal investigation on the spot into the history of the Barcelona outrages.

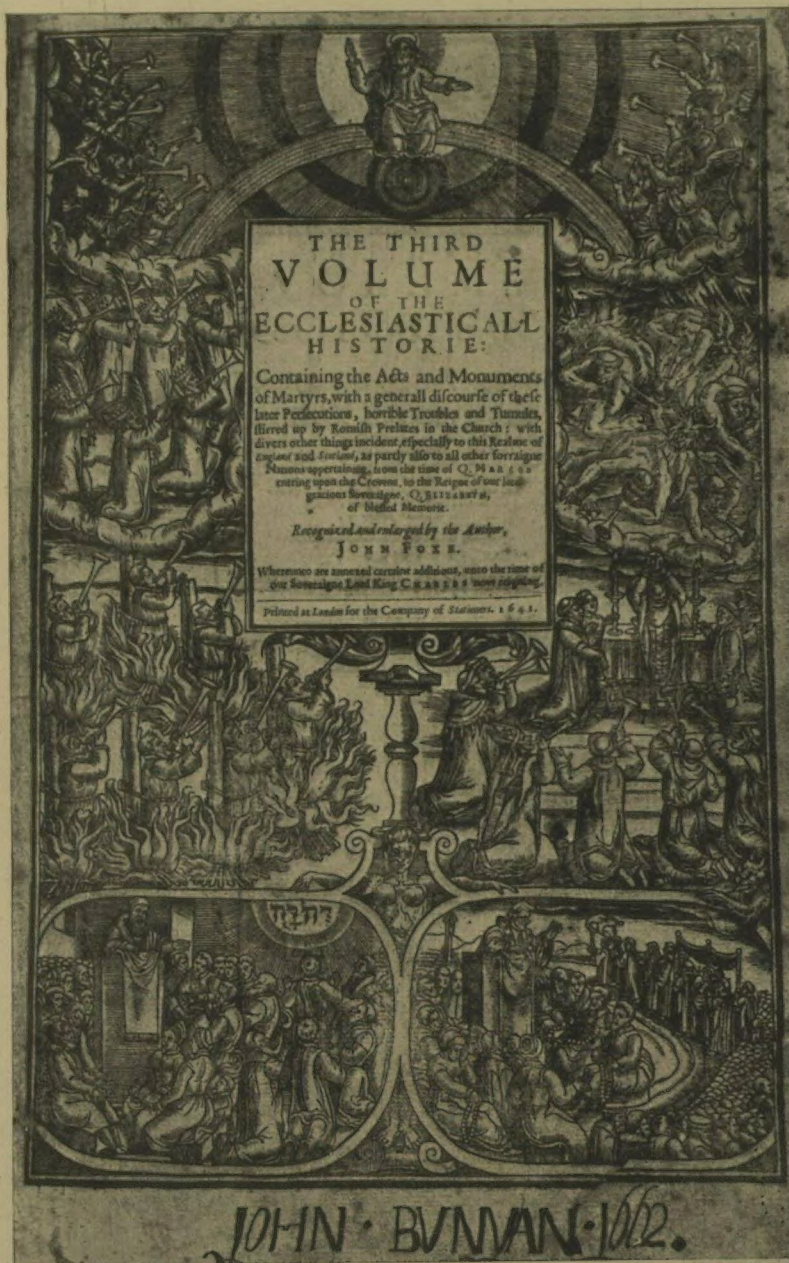


Photo. W.G.P.

THE WORK OF A GREAT MARTYROLOGIST WHICH BELONGED TO A GREAT ALLEGORIST: THE TITLE-PAGE OF JOHN BUNYAN'S COPY OF FOXE'S "BOOK OF MARTYRS," WITH BUNYAN'S SIGNATURE.

Bunyan's copy of Foxe's "Book of Martyrs" is in three volumes, and each title-page has the name "John Bunyan" at the foot. A visitor to him in Bedford Gaol says: "I surveyed his library, the least yet the best that I have ever seen: it consists of two books only—the Bible and the 'Book of Martyrs.'" Since 1841 Bunyan's copy of the latter has been in the Bedford General Library, which recently, however, decided to sell it to pay off a mortgage.

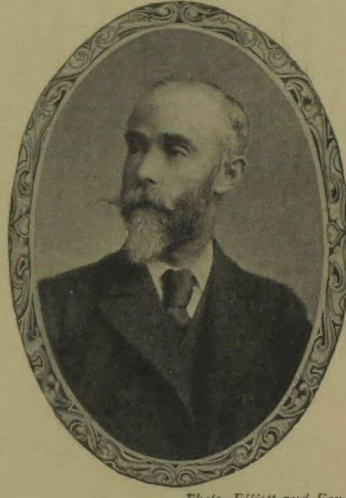


Photo. Elliott and Fry.

SIR SIDNEY COLVIN,

Who is editing a new collection of Stevenson's Letters, to be published by Messrs. Methuen in four volumes, including one hundred and fifty hitherto unpublished letters, with the Vallima Letters inserted in order among the rest.



CAPTAIN HARRY GRAHAM.

MR. ROBERT HICHENS.

PROFESSOR SAYCE.

SIR HUBERT PARRY.

THE EARL OF RONALDSHAY.

AUTHORS OF NOTABLE NEW BOOKS.

Captain Harry Graham's new book, "Lord Bellinger," announced by Mr. Edward Arnold, is a society satire. "The Dweller on the Threshold," the new novel by Mr. Robert Hichens, to be published by Messrs. Methuen, treats of a secret experiment in psychics by two London clergymen. Professor Sayce has written a preface to "England in the Sudan" (Macmillan) by his Excellency Yacoub Pasha Artin, whom the Professor accompanied on his journey of observation. Sir Hubert Parry's book, "Style in Musical Art" (Macmillan) is based on his Lectures at Oxford. The Earl of Ronaldshay's volume, "An Eastern Miscellany" (Blackwood), is the outcome of his extensive travels in Asia.—[Photos. Elliott and Fry.]

KING GEORGE, PHILATELIST: STAMPS FROM HIS MAJESTY'S COLLECTION AND OTHER IMPORTANT EXHIBITS AT WALTHAMSTOW.

WITHOUT doubt, the majority of the King's subjects who are interested in postage stamps have been aware for a considerable time that his Majesty is a philatelist of note, but few outside his immediate circle had seen specimens from his collection until the opening the other day of the Essex Stamp Exhibition, at the Walthamstow Public Library. We give on this page photographs of stamps from his Majesty's collection

(continued above)



WITHDRAWN AFTER KING EDWARD'S DEATH: THE 2D. MAUVE.



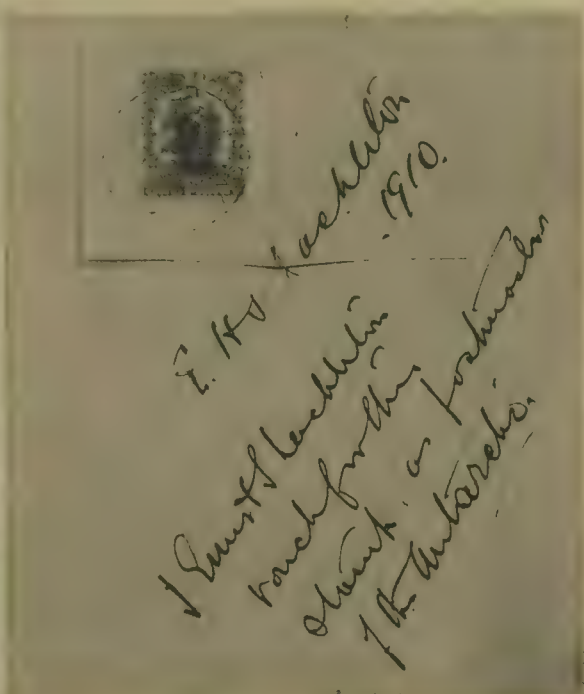
THE ARTIST'S OWN SKETCH: MULREADY'S DESIGN FOR THE FAMOUS ROWLAND HILL POSTAL ENVELOPE, GENERALLY KNOWN AS THE MULREADY.

and of others of importance. To the descriptions under our illustrations, we may add the following details. The 2d. mauve, printed just before the death of King Edward and subsequently withdrawn, has been described as "magenta," but "mauve" is correct. His Majesty showed a pair from the left-hand bottom corner of a sheet and a single specimen on an envelope addressed to himself and post-marked "May 5th, 10." From

(Continued below.)



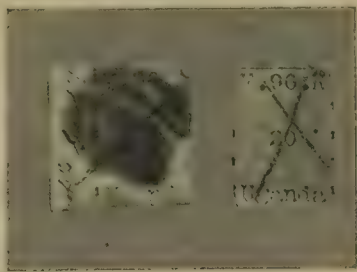
THE WATER-COLOUR SKETCHES FOR THE FIRST 1D. AND 2D. STAMPS.



VOUCHED FOR BY SIR ERNEST SHACKLETON, AS POSTMASTER OF THE ANTARCTIC: A NEW ZEALAND STAMP OVER-PRINTED "KING EDWARD VII'S LAND."



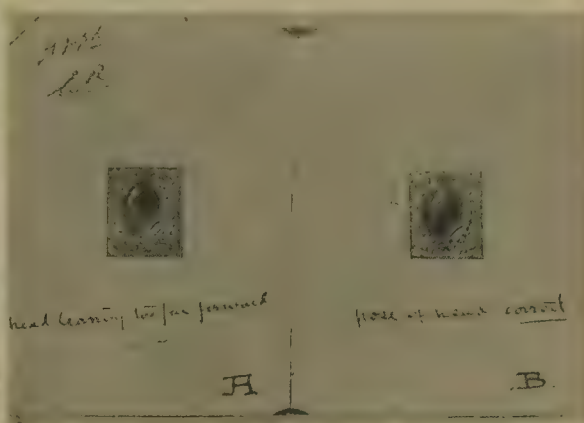
ON PAPER HAVING SILK THREADS IN ITS SUBSTANCE: 1D. REDS.



PRINTED ON A TYPEWRITER BY A CLERGYMAN: PRIMITIVE UGANDA STAMPS.



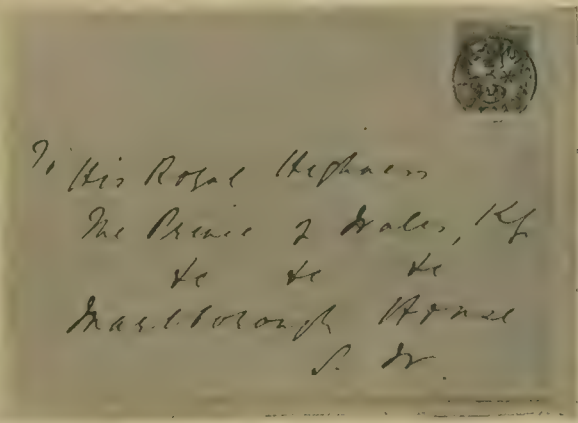
MADE BY ENCASING POSTAGE STAMPS IN METAL DISCS: STAMP-MONEY USED DURING THE CIVIL WAR IN AMERICA.



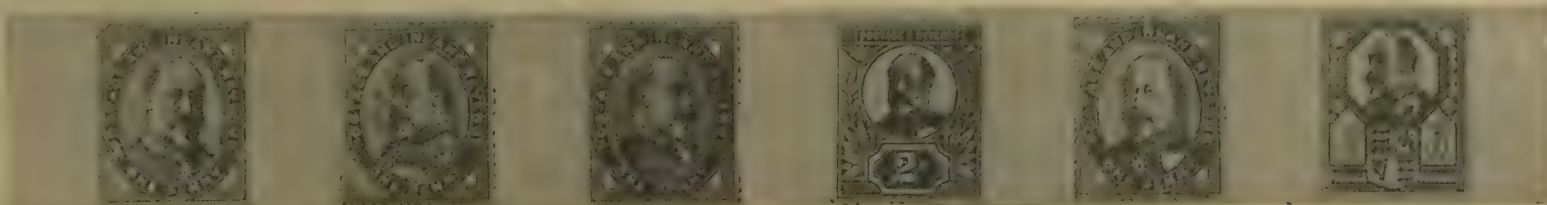
SIGNED BY KING EDWARD VII. AS APPROVED: STAMPS SUBMITTED FOR THE POSITION OF THE HEAD.



USED BY THE BRITISH FORCE IN THE FORBIDDEN CITY: STAMPS ISSUED IN LHASSA.



THE ONLY KING EDWARD VII. 2D. MAUVE USED IN THE POST: AN ENVELOPE ADDRESSED TO THE KING.



INTERESTING EXAMPLES OF PROPOSED POSTAGE STAMPS: HALF-A-DOZEN DESIGNS SUBMITTED BY CONTRACTORS FOR NEW STAMPS FOR USE DURING THE REIGN OF KING EDWARD VII.

(Continued from above.)

the King's collection came also Mulready's only sketch of the envelope that bears his name. The idea of the design was given to the artist by Queen Victoria, and carried out in accordance with her suggestions. The original water-colour sketches for the first 1d. and 2d. stamps were formerly in the possession of Sir Rowland Hill, who received them from Sir F. T. Baring, Chancellor of the Exchequer, at the time of the introduction of postage stamps. The 1d. reds, the paper of which has silk thread in its substance, are in Lord Crawford's collection. The Uganda stamps were printed on a typewriter by the Rev. Mr. Miller, when Uganda was included in the Postal Union. The stamp-money used in the Civil War in America was made by encasing postage stamps in metal discs. These then passed as currency. The backs of most of them bear advertisements such as "Take Ayer's Pills," "Fremont House, Chicago," and so on. The Lhasa stamps were used under Colonel Younghusband, on August 3, 1904, when his force reached the Forbidden City. They were in circulation for only a few days. The postmark is misspelled "Lahssa." For the details we are indebted to the courtesy of the famous expert, Mr. W. S. Lincoln, of 2, Holles Street, W., who, amongst other things, showed a fine collection of stamps reflecting wars of the world, the collection, indeed, on which he founds his lecture, "Philatelic Monuments to War." For the contractors' designs for stamps we are indebted to the

"London Philatelist." The exhibition closed at the end of last week.

"DEVIL-WORSHIPPERS" OF MESOPOTAMIA: AT THE SHRINE OF SHEIKH ADI.

A VISIT TO THE SACRED PLACE OF THE YEZIDIS, NEAR MOSUL.



1. WHERE THE "DEVIL-WORSHIPPERS" PURIFY THEMSELVES BEFORE ENTERING THE INNER COURTYARD CONTAINING THE SHRINE OF SHEIKH ADI: THE OUTER COURTYARD, WITH (ON THE LEFT) A SACRED BATH-HOUSE AND MARBLE BASIN.

2. BETWEEN THE OUTER COURTYARD AND THE INNER ONE CONTAINING THE TEMPLE AND SHRINE: THE TRAVELLER LEADING HIS HORSE DOWN THE ROUGH STAIRWAY.

3. WHERE THE SHRINE AND THE COUNCIL TREE ARE SITUATED: THE INNER COURTYARD, SHOWING THE WHITE SPIRE OVER THE TOMB OF SHEIKH ADI—IN THE FOREGROUND, A NUN.

Amongst the places which will be opened to the ordinary traveller if the proposed line of the Bagdad Railway is built is Mosul. Thus, it may be that many will be added to the very few who have knowledge of the Yezidis, a warlike people, inhabiting the mountains to the east and west of that place, who are hated by Mohammedan and Christian alike because they are reported to worship the devil. Whether they do so or not they alone know. Those who argue that they do venerate the Evil One base that belief on several points. For instance, each priest of the sacred shrine of Sheikh Adi carries, as sign of office, a staff surmounted by a brass peacock.—

[Continued opposite.

UNDER THE SIGN OF THE BRASS PEACOCK: "DEVIL - WORSHIPPERS."

A VISIT TO THE SHRINE OF SHEIKH ADI.



1. THE SERPENT WHICH IS KEPT BLACK AND GIVES THE YEZIDIS THE NAME OF DEVIL - WORSHIPPERS; AT THE ENTRANCE TO THE SHRINE.
3. HOLY GROUND; INSIDE THE TEMPLE, SHOWING (ON THE RIGHT) THE CHAPEL CONTAINING THE TOMB OF SHEIKH ADI.

2. BEARING HIS OFFICIAL STAFF, SURMOUNTED BY A BRASS PEACOCK, REGARDED AS ADDITIONAL PROOF OF DEVIL - WORSHIP; A PRIEST OF THE SHRINE.
4. IN MEDITATION; YEZIDIS BY THE SIDE OF THE STREAM WHICH, ISSUING FROM THE ROCKS, FILLS THE SACRED BATHS.

Continued from Opposite Page.
 —There is a Mohammedan tradition that the peacock admitted the devil into the Garden of Eden, and that, as punishment for this, was given its raucous voice, although it was allowed to retain its magnificent plumage. Carved on one side of the entrance to the chief temple is a serpent, which is kept black by means of charcoal: this, again, is regarded as evidence of devil-worship, for the serpent is the image of Satan. The Yezidi religious rites, which include the use of hypnotism, are kept secret. The so-called "devil-worshippers" dare not venture into the towns, owing to the hatred with which they are regarded. Nevertheless, a number came down to Dr. Griffiths for medical aid from time to time.

DRAWN BY A. FORESTIER FROM DETAILS SUPPLIED BY THE REV. DR. GRIFFITHS.

TEAL-SHOOTING: AN EXTRAORDINARY PHOTOGRAPH OF A HIT.

PHOTOGRAPH BY H. THÉDENIN.



AFTER THE SHOT: A COCK-BIRD HIT: A HEN SAFE.

The teal, a bird much favoured by the ancient Romans, is a small fresh-water duck of the sub-family Anatidæ and the genus *Querquedula*. There are numerous species of it, found in all parts of the world. The best known are two in Europe and three in the United States. None, we are sure, looking at our photographs, will disagree with us when we call them remarkable.

BIRDS MUCH FAVOURED BY THE ROMANS: TEAL IN FLIGHT.

PHOTOGRAPHS BY H. FREDERICKS



1. A TEAL AT THE EDGE OF A STREAM.

2. A TEAL FALLING AFTER HAVING BEEN HIT.

3. TEAL IN FLIGHT.

4. AT THE END OF THE DAY: A TEAL FLYING TOWARDS THE STREAMS FOR FOOD.

At the end of the day teal are frequently seen flying towards the streams, where they search for food throughout the night. The bird is smaller than the ordinary duck, and more elegant. Its head is better proportioned. Its beak turns slightly upwards.

SCIENCE AND NATURAL HISTORY



SCIENCE JOTTINGS.

EUGENICS.

THE death of Sir Francis Galton drew attention to the widespread activity he exhibited in a sphere of science devoted to the elucidation of matters intimately connected with what we may term the making of mankind. Questions of heredity, for example, largely occupied his time and attention. His scheme for tabulating the family histories of the people, so that the trend of inheritance could be ascertained from actual facts, stands out as a prominent biological proposition of the deceased scientist. An excellent scheme it was, but the prevailing *laissez-faire* spirit, exhibited in respect of so many excellent proposals of the kind, sufficed to kill the scheme by sheer inaction. People failed to see the good of tabulating family histories, very much on the ground of the proverbial Irishman, who objected to think of posterity, because posterity had done nothing for him. The opposite of the expression seems to fail to impress people at large. They are the makers of the generations to come for woe or weal; but the fact either escapes them or they are not interested enough in the race-future to trouble even to collate facts for the consideration of future investigators. Galton's leanings were mainly towards race-problems, and his views on stirpiculture struck a note which should have re-echoed widely through the world.

Galton could never be said to have been a popular writer or teacher. Save, perhaps, at British Association meetings and the like, he never came much in contact with the public. His studies appealed, as they do to-day, to the few who are versed in bionomics, and in the application of mathematical formulae to the solution of biological problems. These things are not "understood of the people," and they are not popular in the market-place. But they are of vast practical importance all the same. If we want to know whither we are drifting, whether we are progressing or back-sliding physically and mentally, or whether we are maintaining a fair level of national vigour, it is to scientific studies of the Galton type we must turn for information. Out of these researches issue forth practical results of no mean order. For if we are shown that national progress in bone and muscle, sinew and brain, is not what it should be, the way of deliverance is pointed out. The biologist who seeks to tabulate the differences between one generation and another is like the physician who bares the physical evil or defect he is called on to remedy, and thereby makes clear at once the nature of the malady and the mode of cure. The national progress represents the



THE DWARFS SEEN IN NEW GUINEA BY MR. ALAN BURGOWNE: A GROUP OF THE 4-FOOT 6-IN. SQUINTING PEOPLE AT DESLACS.

Mr. Burgoyne, cruising in New Guinea waters some time ago, put in at Deslacs, and there was met by what he describes as a crowd of the most repellent-looking natives he has ever set eyes upon. Almost all squinted, and their average stature was from 4 ft. 6 in. to 4 ft. 8 in. They were naked, and apparently their only possession was a sling bound round the forehead. With these they were remarkably expert. Mr. Burgoyne says of the photograph: "I am seen (in white) removing an earring from one of the natives. Had I been more thoughtful, I should have stood on a level with them, whereas I am standing in a track which makes me appear four or five inches shorter than I am, and gives the natives a height which they do not possess. There was scarcely one who reached my shoulder."



fact method whereby he showed that, given certain attention to the details of stirpiculture, a vast improvement in the physique of the nation would follow; mental development being a thing which might reasonably be regarded as likely to accompany the betterment of the people. This is precisely a topic the importance of which the particular social environment of man seems to prevent him from grasping or realising. Over and over again, writers have pointed out that a regulated process of "selection" has operated, in man's own hands, to produce the results he desires to attain in the matter of breeding lower animals. Horses, dogs, cattle, sheep, pigeons, rabbits, and even cats,

have for many, many years been bred according to scientific principles. The mating of the unfit has been prevented, the races produced have been weeded of degenerate elements, and the breeds have thus been rendered fit for whatever service man has desired of them. Even our agriculturists have succeeded in breeding cereals so that the yield of grain has been materially increased. All this represents a triumph of man over Nature. He is inventing no new thing; he is merely availing himself of the pliancy and willingness of Nature to be coaxed into fertility, and to replace the desert-places by gardens of flowers.

If we turn to man's own history, we discover at once a paradoxical contrast to his treatment of lower life, and a justification for the demand of those who, like Galton, insisted upon "eugenics" being recognised as the great science of successful living. To-day the sick, the diseased, the epileptic, the insane, the tuberculous, and any and every variety of human stock that is of tainted kind may freely and without hindrance mate and become the progenitors of degenerates even worse than themselves. The principles applied with care and exactitude to lower life are absolutely ignored in human existence. We all know this, we all deplore the fact, but few, save the disciples of Galton and their compeers, have the courage boldly to declare their belief that in the prohibition of the propagation of the unfit lies one way of escape from a national danger that increases year by year. Lamentable it is to feel that for weeks men will debate some petty question of politics, will spend national money on schemes that actually favour degeneration, and will neglect

or refuse to consider the means that really represent the national salvation. We have to preserve the degenerates who are with us, it is true. Altruism demands this, but no considerations, surely, of ethical kind compel us to sit quietly by and see year by year thousands added to the list of the unfit.

ANDREW WILSON.



DESIGNED TO SILENCE WAR: INVENTIONS FOR MUFFLING FIREARMS.

For some years past inventors have been busy the world over endeavouring to construct silencers to muffle the report of firearms. By courtesy of the "Scientific American," we are able to illustrate some of these devices, for a number of which it is claimed also that they reduce the recoil. The basic principle of practically all the silencers is the same. The endeavour is to impede the exit of the explosion gases from the muzzle, so as to convert their ordinarily sudden motion into a more or less gradual progress.—[By Courtesy of the "Scientific American."]

individual development, and the means for saving the unit from degeneration and decay apply likewise to the elevation of the race.

It was his exposition of the science of "eugenics," of race-culture and improvement, that made Galton famous in his latter days. His was the clear, matter-of-

EXPLODER OF FALLACIES: A WATCHER OF THE HEAVENS.

PHOTOGRAPH BY MOYSE.



THE ASTRONOMER ROYAL: MR. FRANK WATSON DYSON TAKING A READING WITH AN ALTAZIMUTH.

Mr. Frank W. Dyson, F.R.S., who became Astronomer Royal last year, may be described as an exploder of fallacies, for to him, and to others concerned in similar work, comes the duty of supplying, from time to time, figures that kill popular beliefs. For instance, the records made at Greenwich of the rainfall for seventy years shatter several ideas huggd by the man-in-the-street. As is pointed out in a very able article in the "Telegraph," the figures show, amongst other things, that it is incorrect to associate periods of sunspot maxima and minima with similar periods of rainfall in temperate regions. They seem to prove, too, that the moon does not influence the weather to any great degree, although there would seem to be something in the idea that when the moon's declination—comparable to terrestrial latitude—is highest we have wet years, and when it is lowest dry years. For those not learned in such things we may say that the altazimuth, or altitude and azimuth instrument, is, essentially, a large theodolite for determining the altitudes and azimuths of the heavenly bodies. Azimuth is the angular distance of a celestial object from the north or south point of the horizon or the angle comprised between the meridian and a vertical plane passing through the object.

Mr. Dyson was elected President of the Royal Astronomical Society last week.

A PARADISE FOR PLAGUE - GERMS: A PLACE IN WHICH DEATH MAY WELL LURK.

By GERVAIS-COURTELEMONT; COPYRIGHT OF "THE ILLUSTRATED LONDON NEWS."



WHERE PIGS ARE THE ONLY SCAVENGERS: A GARBAGE-STREWN, CROWDED, INSANITARY CHINESE STREET.

There can be no doubt that the spread of the plague under which so many hundreds have died, and under which, it is to be feared, many hundreds more will die, is due in large measure to the insanitary conditions prevailing in the affected districts. As Dr. Pozzi put it the other day, "This epidemic is one of terrible violence, and no means have yet been discovered for curing the disease. Measures were not taken in time for the isolation of the first cases, and

the crowded and filthy conditions of Chinese towns and villages favoured the development of the disease . . . The only practical means that I can think of to fight the epidemic is to isolate the infected centres completely. To burn down towns and villages is certainly a radical means, but think of the losses this would entail." Such a street as that here illustrated is a veritable paradise for plague-germs. It is cleaned only by the pigs, which roam about at will and eat the garbage.

FROM THE WORLD'S SCRAP-BOOK.



Photo, Trampus.

BEFORE THE FATAL ACCIDENT IN WHICH TWO WERE KILLED: THE BOBSLEIGH STEERED BY DR. H. GROHMANN.

A terrible bobsleigh accident occurred the other day on the Semmering, on the Sonnwendstein Run. Our photograph shows the sleigh and its crew just before the disaster. Dr. Grohmann, who was steering, was killed, as was Frau de Wajo. Two other members of the team were injured. The names of these are M. de Wajo and Dr. Lorraine. Mr. Forster, the other passenger, was unharmed. The sleigh turned over at the first curve.



Photo, Trampus.

WRECKED, AND WITH HER WHOLE CREW LOST, SAVE ONE: THE "ABANTO" WASHED BY THE SEA.

The recent terrible tempest in the Mediterranean, which caused the loss of a number of merchant-ships and an entire flotilla of fishing-vessels, was the cause of the wreck of the "Abanto," of Bilbao, on the beach of Canet, near Valencia. The whole of the crew were lost, with the exception of one man. The photograph shows the vessel after the wreck, washed by the sea.

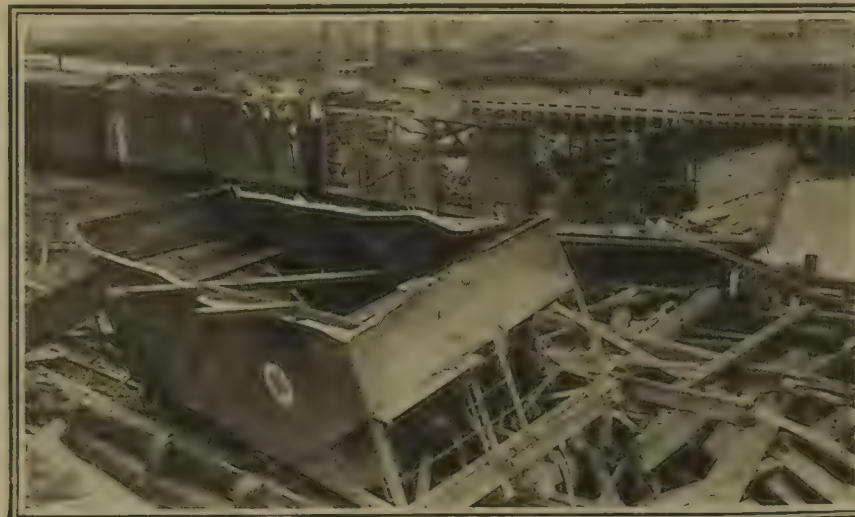


1. AFTER THE DISASTROUS FIRE: A GENERAL VIEW OF THE MUCH-DAMAGED SUBLIME PORTE.
3. AFTER THE FIRE: ANOTHER GENERAL VIEW OF THE BURNT SUBLIME PORTE.

2. OFFICIAL SALVAGE: ATTEMPTING TO FIND AND SAVE STATE DOCUMENTS.
4. IN THE SECTION THAT WAS COMPLETELY DESTROYED: THE BURNT-OUT MINISTRY OF THE INTERIOR.

THE GREAT FIRE AT THE SUBLIME PORTE: THE BURNING OF THE SEAT OF THE GOVERNMENT OF THE OTTOMAN EMPIRE.

The greater portion of the Sublime Porte, the seat of the Government of the Ottoman Empire, was destroyed by fire on the 6th of this month. The offices of the Grand Vizierate, those of the Council of State, and those of the Ministry of the Interior were burnt out; thus were lost the correspondence of a year and every document relating to current affairs. The calamity is not the first of its kind under which the venerable Bab-aali, as the Turks call the Sublime Porte, has suffered. In the 18th century and at the beginning of the 19th, for example, the janissaries set fire to it from time to time, whenever they might have a quarrel with the Sultan or the Grand Vizier.



Photos, Topical.

A DISASTER WHICH CAUSED A PANIC IN WALL STREET: THE DECK OF THE DYNAMITE-TUG AFTER THE EXPLOSION.

THE RESULT OF THE BLOWING-UP OF A DYNAMITE-LADEN TUG: THE WRECKED TUG, RAILWAY-TRUCK, AND PIER.

A gasoline tug, laden with twenty tons of dynamite, and stationed at a pier on the New Jersey side of the New York entrance to the Hudson, blew up the other day while men were transferring boxes of the explosive from the boat to railway-trucks. Enormous damage was done. It is estimated that at least twenty-five people were killed outright, while hundreds (possibly, indeed, over a thousand) were injured. Buildings within a radius of eight or ten miles were affected in greater or less degree. Wall Street was in panic, and other districts were equally perturbed. Scores of passengers on ferry-boats were badly hurt. It has been written, further: "Scattered about on the pier, 100 feet of which was shattered, was forty tons of dynamite, which had been stored in freight-cars on the pier. Had this also gone off, the whole of the Jersey waterfront for half-a-mile might have been torn asunder. That it did not explode is one of the miracles of the disaster."

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—A GRAND SPIRIT—

"BLACK & WHITE"

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ART ~ MUSIC and the DRAMA



Photo. Ellis and Walery.

MUSIC.

DR. ALEXANDER CHESNIN, who

conducted the Philharmonic Society's fourth concert last week, made his English début at the Queen's Hall last spring, when he presided over the London Symphony Orchestra at a concert given by Zimbalist. He holds—or has held—high positions in both Moscow and St. Petersburg, has studied under Tchaikowski and Nikisch, and is regarded as one of the pioneers of modern Russian music; but it cannot be said that he achieved distinction last week, or that his handling of the orchestra in the first movement of Chopin's E minor concerto was very masterly. In the purely orchestral part of the programme he was correct and precise rather than stimulating. The Rimsky-Korsakoff Symphonic Suite, "Scheherazade," proved to be a delightfully scored piece of work that would have been better for the blue pencil. Had it been played in two-thirds

of the time taken, the composer's sense of orchestral possibilities would have been more widely recognised. But it did not serve him to be so diffuse, even in the expression of Eastern types and moods. Miss Maggie Leyte made a successful first appearance at these concerts, though her repertoire holds many songs that would be more pleasing to her admirers than those she had chosen. She was in excellent voice, and the dramatic sense that she possesses in such marked degree added much to the value of her work. Moriz Rosenthal was in excellent form, and brought the rondo of the Chopin concerto to its appointed close with a brilliancy of execution that filled the Queen's Hall with applause.



The first proposition of matrimony in England, made by the young King, his little son, to the Queen of Carpathia (Miss Julia Neilson) in 'The Popinjay' at the New Theatre.

The first proposition of matrimony in England, made by the young King, his little son, to the Queen of Carpathia (Miss Julia Neilson) in 'The Popinjay' at the New Theatre.

To "Tannhäuser," Bizet's "Carmen" comes as a successor at the Palladium, where an unsophisticated audience welcomes a version of the Gitan's love and sorrow condensed into one act. It may not recall Prosper Mérimée very vividly to those of us who chance to have read his fascinating short story, and it is impossible to bring all that is best in Bizet's music to the Inn—the scene



Photo. Downey.

MRS. OSCAR LEWISOHN (MISS EDNA MAY) AS THE SALVATION LASS IN "THE BELLE OF NEW YORK," HER FAMOUS PART, IN WHICH SHE REAPPEARED (FOR CHARITY) AT THE SAVOY THIS WEEK.

Mme. Elena Gerhardt gave a recital at the Queen's Hall last week, but even the combination of exquisite art with popular prices failed to attract a very large audience. This is to be regretted, for to hear Mme. Gerhardt is to realise the fullest possibilities of the art of singing.

At the Albert Hall, Mr. Landon Ronald and the New Symphony Orchestra have been giving a very successful series of concerts this season. The orchestral selection is always well chosen; the soloists are, for the most part, among the best in the world, and the audience that throngs the hall is very large and appreciative. There are no better Sunday concerts in London.

It has been known for some time past that Sir Edward Elgar was engaged upon his second Symphony, but completion was not expected before the end of the year.

According to the latest report, the work is well advanced, and may be heard during the ensuing summer months. It is interesting to note that the Philharmonic Society is making preparations to celebrate its centenary in appropriate fashion; the leading British composers are to be represented at its concerts by new work.

Sir Henry Wood is looking after the Sheffield Musical Festival, which for reasons best known to those responsible for it, has been set down for April 26 to 28, the first week of the Grand Opera season. The soloists selected are a dozen or more, all first-class artists and all British-born.



Photo. Foulsham and Banfield.

AS FRANZINI, IN "A WALTZ DREAM," AT DALY'S: MISS LILY ELSIE.



Photo. Terkelson and Henry.

JUST RETURNED FROM AMERICA: MISS MAUD ALLAN.

Miss Maud Allan, the famous classical dancer, has recently returned from a very successful tour in America, and has once more been dancing at the Palace Theatre. Her first reappearance there was at a special matinée on Friday of last week. Her programme included dances to music by Claude Debussy, Jean Sibelius, Grieg, and Schubert.

chosen as setting for the condensed plot. But taking the difficulties into consideration, the new "Carmen" is admirably presented, principals, chorus, orchestra, and scenery being as good as one could wish. It is to be hoped that Mr. Beecham is training people to take Grand Opera seriously. By the way, the Grand Opera Syndicate has decided to open its season a week earlier than usual, and the date of the gala performance in honour of the Coronation has already been fixed for the last Monday in June. There may be another special performance in honour of the International Musical Congress.



Photo. Foulsham and Banfield.

AS FRANZINI, IN "A WALTZ DREAM," AT DALY'S: MISS LILY ELSIE.



Photo. Ellis and Walery.

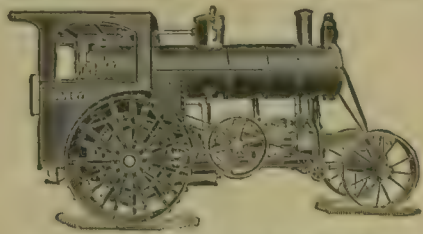
THE ABDICATION OF "THE POPINJAY": KING CHRISTIAN OF CARPATHIA (MR. FRED TERRY) KISSING THE HAND OF HIS SON, PRINCE ZARA (MASTER ERIC RAE), ON HIS ACCESSION, WHICH HAS BEEN BROUGHT ABOUT BY THE QUEEN (MISS JULIA NEILSON).

In the final scene of "The Popinjay," at the New Theatre, the spendthrift King, having abdicated, kisses the hand of the new King, his little son. The Queen of Carpathia (Miss Julia Neilson) is seen in the photograph to the left of the young King.

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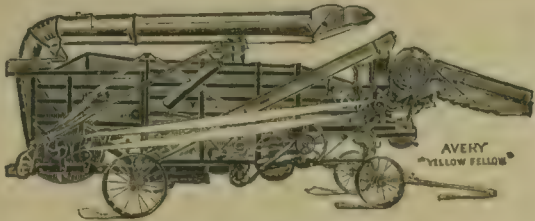
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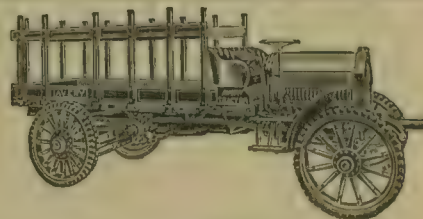
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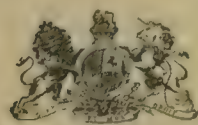
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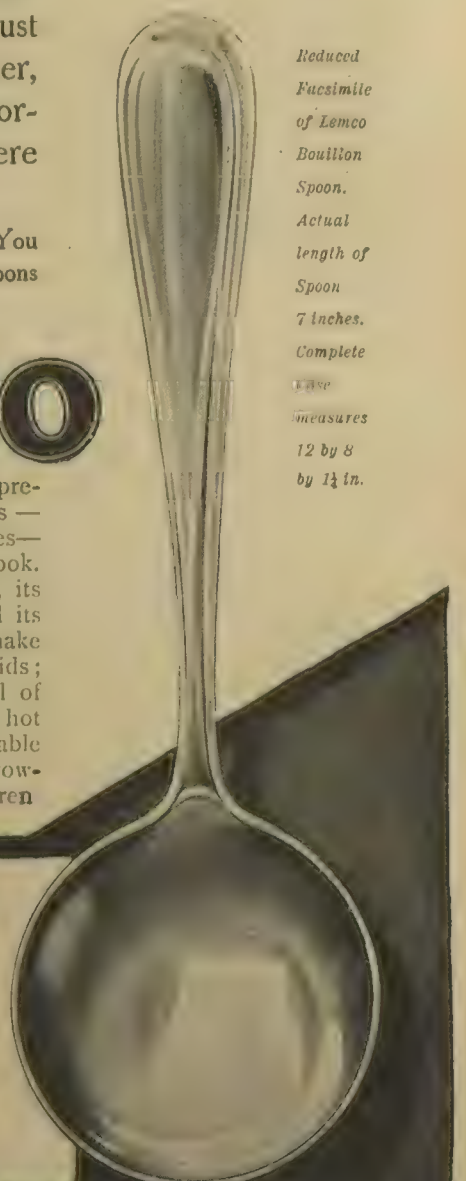
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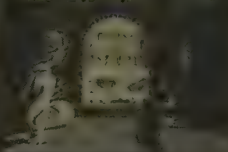
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MANCHESTER SHOWROOM: Scottish Life Building, 38, Deansgate

ART NOTES.

IT has been noticed that all the etchings by Whistler that fetched very high prices at Christie's last week were all printed by the etcher himself. When Whistler did not make his own prints he excused himself by declaring that he had found, or made, men whose genius for printing was equal to his own. M. Theodore Rousel admits no excuses. The Society of Graver Printers in Colour, of which he is President, is, I believe, the only society that compels the engraver to observe this fundamental rule of his order. It is certain that if the artist's responsibility ended with the scratching of his plate, no print such as the President's famous "L'Agonie des Fleurs" would have been produced, nor would the etching ever have been made. The textures, the tones, the transitions from stormy and complex passages of ink to calm, vague spaces, are essentials of the artist's intention, and all seem to be expressed in the process of printing. It is an affair of ink and paper very much as the making of a painting is an affair of paints and canvas. To those who see "L'Agonie des Fleurs" for the first time at the Society's exhibition now open at Messrs. Manzi, Joyant, and Company's gallery in Bedford Street, the stressful flower pieces of Gauguin will be inevitably recalled, just as with those who had known "L'Agonie" previously thoughts of M. Rousel asserted themselves in the presence of Gauguin. M. Rousel's exactness in regard to the niceties of his art has infected the Royal Society of Painter-Etchers: demonstrations of copper-plate printing are now to be given every Tuesday and Thursday afternoon during the continuance of the exhibition at the Royal Water-Colour Society's Gallery. This week the Friday Club gives one of its fugitive exhibitions—they last for a single day only—to paintings and drawings by Daumier.

Less disappointing than the exhibition of portraits at the Grafton Galleries, because less wordily heralded and less ambitiously named, the Modern Society of Portrait Painters harbours at the Institute Galleries work of much the same order. The benign brows of Mr. Sargent's "Lady Agnew," the comfortable accomplishment of Mr. Orpen's boy, are things too good to be repeated to the "encore" of rival societies. But Mr. Philpot's brush is infinitely obliging; nor, indeed, could it graciously disregard the plaudits of the critics, or, still less, the commissions of the connoisseur. Mr. Philpot,

papers we read last Saturday that "the setting of the heads (in his 'La Zarzarrosa') in their respective planes is perfect; the marshalling of the tones throughout, the measuring of the values of blacks, challenge comparison with the portrait groups by Franz Hals, by no means to the Englishman's disadvantage. . . . It is the most masterful piece of sonorous bravura painting shown in England for many years." It equals, the same critic observes, the best of Sargent. And on Sunday, the second day spent in the era of the new master, the unaccustomed reader was buffeted by the surging praises of a writer hardened to unprofitable trudging of picture-gallery floors. Such notices point the way to Piccadilly; but if Mr. Philpot is to please, let it not be because his pigment has the look of Sargent's, of Manet's, or of Franz Hals's.—E. M.



THE APPROACHING INTERNATIONAL EXHIBITION AT TURIN: THE FAÇADE OF THE BRITISH SECTION IN THE VALENTINO PARK. Preparations are advancing apace for the great International Exhibition to be held at Turin this year, in celebration of the jubilee of Italian Unity. As our photograph shows, the British Section is to be housed in a particularly handsome building in the Valentino Park, which is one of the finest public resorts in Italy.

we doubt not, visioned galloping success upon the horizon; for our part, we have awakened in the morning, and found him famous.

Although conscious for some few seasons of his great skill, we had not suspected that the clever adaptation of certain Manet-like values and Sargent-like textures would serve him so well. In the least reckless of all weekly

Messrs. John Haig and Co., distillers, have just been granted a Royal Warrant of Appointment to his Majesty the King.

As rumours are in circulation that the voluntary liquidation and reconstruction of Messrs. Waring and Gillow, Ltd., will interfere with the carrying-on of the business, we are requested by the directors to state that everything, both at Oxford Street and the branches, is going on, and will continue to go on, as before, and customers may have complete confidence that their orders will be executed without any hindrance.

Messrs. Crowdy, Ltd., motor-manufacturers, of Notting Hill, London, inform us that, although they have suffered considerable damage through the great fire at the neighbouring buildings of Messrs. Barker, the coach-builders, they have made arrangements by which, it is hoped, their many customers may be put to little or no inconvenience, though their exhibit at the Manchester Show may be somewhat curtailed in consequence of this unfortunate occurrence.

NIGHT AND MORNING.

"THE NIGHT BRINGS COUNSEL"—nothing is truer, and if the counsel be wise, the morning will bring with it ease and calm, and a better frame of mind altogether. It is, however, only indirectly of the mind that it is desired to speak now; the counsel offered primarily concerns the body which enshrines it, and whose joys and sorrows it shares to the full. But what affects one is inevitably reflected upon the other. Sleep, for instance, is indispensable to both, and who, having experience of insomnia, would ignore a valuable auxiliary in the wooing of sweet and natural slumber? It is just during the night that the mouth becomes a cavity ventilated only through the nose—not taking into account those who sleep with open mouths—and it is not washed by the recurring saliva bath as in the day-time. These conditions are most favourable to decomposition, and after a night's rest it is not surprising that the mouth should feel unpleasantly "stale."

But, unfortunately, very few people fully realise how serious this mouth stagnation is. We ought specially to guard against septic deterioration, and to begin early in life to guard against it, and the selection of the right preparation with

which to effect the necessary purification is, of course, a very important matter. Tooth powders or pastes are inadequate for the purpose, because the parts most liable to attack, the backs of the molars and the fissures and interstices in and between the teeth—the very parts where the harmful microbes live and thrive—are not purified, for the simple reason that they cannot be reached by such things as powders or pastes. Only a liquid dentifrice can penetrate these minute crevices, and to do its work effectively it must be an antiseptic preparation whose action is gentle and continuous.

Odol, the well-known dentifrice and mouth-wash, is such a preparation, for during the process of rinsing it penetrates everywhere, reaching the cavities of the teeth, the interstices between them, and the backs of the molars, destroying bacteria wherever generated. Odol alone can produce this effect, which is principally due to a peculiar property which causes it to be absorbed by the mucous membrane of the gums, so that they become impregnated with it.

The immense importance of this altogether unique property should be fully appreciated, for while all other

preparations for the cleansing and the protection of the teeth act only during the few moments of their application, Odol leaves a microscopically thin, but thoroughly effective antiseptic coating on the surface of the mucous membrane and in the interstices of the teeth, which maintains its protective influence for hours after the mouth has been rinsed with it.

It is this lasting effect that gives to daily users of Odol the absolute assurance that their mouths are permanently protected against the process of decomposition, which, if not arrested, inevitably destroys the teeth. It is well to remember that it is as necessary to protect and cleanse artificial teeth as it is to safeguard those provided by Nature, and that Odol is just as effective in one case as in the other. The artificial teeth should be dipped and rinsed every night in a tumbler of water, in which a few drops of Odol have been shaken, and by rinsing the mouth also with the Odol before replacing them not only is complete purification assured, but the gums are also rendered firm, hard, and healthy.

And no one who appreciates the importance of pure and fragrant breath should omit the night and morning use of Odol, which, besides purifying the whole mouth, invests it with a feeling of perennial youth.



Mix a few drops of Odol with water; that the mouth should feel unpleasantly "stale."



rinse, and then brush the teeth with it in the ordinary way;



conclude by gargling with the mixture

"Good Whisky, Good Horses, and Good Friends—be slow to change."

Watson's Blue Band Whisky

relies for its patronage upon those who appreciate a really sound whisky at a moderate price.

As a stimulant, as an aid to conviviality, indeed, upon all occasions where need for a reliable, honest whisky is indicated, Watson's 'Blue Band,' by virtue of its absolute purity and wholesomeness, may be selected with the utmost confidence.

Watson's 'Blue Band' is matured by age alone; its fulness and roundness of flavour and its agreeable smoothness will be found as clearly marked as in many a higher-priced brand.

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The Latest in Cooking Ranges.

The "CARRON" RANGE with the inner GLASS OVEN DOOR, which enables the cook to watch the progress of cooking without interfering with the uniform temperature of oven. The Thermometer attached ensures perfect heat regulation.

The range that effects the greatest economy, and gives the best results.

Fire can be increased or diminished at will, by lowering or raising bottom-grate. The flues are formed in Cast iron, thus obviating the expense of constructing brick flues, which are invariably unsatisfactory.

A perfect boiler system gives ample supply of hot water. Boiler can be taken out without removing Range.

The heat can be regulated by means of conveniently placed indicating dampers. A cast-steel hinged folding-down front grate enables the fire chamber to be cleaned with ease.

The new "CARRON" is undoubtedly the most artistic and serviceable Range on the market. CALL AND INSPECT

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—114, George St.; Manchester—24, Brazennose St.; Bristol—6, Victoria St.; Newcastle-on-
Tyne—13, Prudhoe St.; Birmingham—218, 220, 222, Corporation St.; Dublin—44, Grafton St.

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Strengthen Weak Backs
as nothing else can.



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TAKE A **Brandreth's Pill** (Est. 1752.)
For Constipation, Biliousness, Headache, Dizziness, Indigestion, Etc.
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ALLCOCK MANUFACTURING CO., Birkenhead, ENGLAND.

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Hot Air, Vapour, Perfumed, and Medicated Baths
can be enjoyed privately, economically, and with
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The following are some points of superiority:

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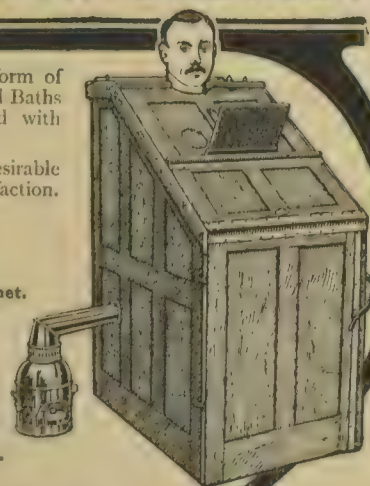
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LITERATURE.

The Real Buccaneers. The Buccaneers! What most gorgeous visions of glittering romance and fierce fighting does not the very name of itself conjure up: instinct with stirring stories of the Spanish Main; of the golden spoils of Mexico and Peru, the pillage of the barbaric wonderland of the richest continent under the sun; of treasure-galleons laden to the hatches with chests of doubloons and "pieces of eight," and precious and costly gems; of cut-throat battles fought out furiously hand to hand; the sacking of wealthy cities; of luxurious revellings and reckless carousings! Such is the sort of thing with which dozens of writers have regaled the world for a hundred and more years past, as the life-story and record of the Buccaneers, and bidden us receive as gospel fact. No doubt there has been a substratum of truth in it all; but in dealing with such a subject there must always be the danger of overcolouring the picture. It has ever been like that with the historians of the Buccaneers until the

present hour. But at length the tinsel and the fanciful trappings have been torn aside. We can now see for ourselves the reality in Mr. C. H. Haring's new book, "The Buccaneers in the West Indies in the Seventeenth Century" (Methuen). Within that period, the whole history of the organisation is comprised; from the beginnings, as gallant sea-rovers in revolt against Spain's outrageous claim to all rights, spiritual and material, in the lands across the Atlantic, to the end in outlawry, murders, and piracies in the shadow of the gallows and the gibbet. Mr. Haring claims that his book is "the first attempt to write a critical history of the Buccaneers." He has based his work—which is set forth plainly, in straightforward language—on contemporary State papers and reports, documentary evidence and sworn statements—in short, archives and manuscripts never before consulted. And in the result, as the reader will speedily find for himself, the verified facts provide even more fascinating reading than did the semi-fictional narratives which have heretofore done duty for histories of the Buccaneers. The book is a distinct score for careful research when coupled with scholarly workmanship.

"Our Village."

Although the *raison d'être* of the new edition of Miss Mitford's "Our Village" (Macmillan) consists primarily in the hundred black-and-white drawings by Hugh Thomson, and the sixteen coloured plates by Alfred Rawlings, probably the most interesting thing about it, to many readers, will be the lengthy



A MONUMENT THAT MAY REMAIN UNFINISHED: THE "CANNON" MEMORIAL ON THE HILL OF LIBERTY AT CONSTANTINOPLE TO SOLDIERS WHO FELL IN THE TURKISH REVOLUTION.

The soil on the Hill of Liberty at Constantinople having been found to be permeated with water and sinking in places, it has been decided to erect the monument elsewhere. Its present form—that of a cannon pointed to the skies—has also been criticised as inappropriate. It has been suggested that the gun ought to point to Yildiz Kiosk, the seat of the former despotism.

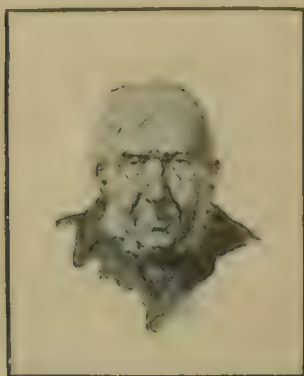
introduction by Lady Ritchie, the eldest daughter of Thackeray. Lady Ritchie mentions that Miss Mitford regarded him "as an utter heartless worldling," and found "Mr. Dickens a dull companion," facts which certainly support the remark that "it is always a sort of relief to turn from her criticism of people . . . to the natural, spontaneous, sweet flow of nature in which she lived and moved instinctively." Mr. Hugh Thomson's drawings are dainty and humorous, with a humour appropriately delicate rather than robust. Mr. Rawlings' village landscapes are done in a broad manner, doubtless more effective in the originals, which can be looked at from the proper distance, than when reproduced in a book. For purposes of book-illustration, rather more definition of detail seems desirable.



Photo. Trampus.

THE PHOENIX-LIKE CITY OF DISASTROUS MEMORY: MESSINA RE-RISEN FROM ITS ASHES.

Out of the havoc wrought by the great earthquake a new Messina has been steadily rising, through the efforts of the surviving inhabitants and the Italian Government. The Ministry of Public Works originally had about £4,240,000 placed at its disposal, and the first step was to erect 40,000 cantonment shelters. Permanent rebuilding and development have since been in progress, the Government's total funds for the purpose now amounting to about £20,000,000. Two years ago there were only 3000 people left among the ruins. Recently the population was estimated at 60,000.



Contrasts

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Proving the importance of Oat-Food for bodily and mental vigour:—



1.—"An investigation of over 6,000 inmates of workhouses disclosed the startling fact that in 50 per cent. of the workhouses there were not three in a hundred who had made a regular use of oatmeal."

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The Value of Oat-Food for Sedentary Workers

is overwhelmingly proved by the facts gathered in the Bureau's comprehensive investigation. Judges, lawyers, head-masters of colleges and schools, students, and men prominent in public life praise Oat-Food as a builder of sound bodies, steady nerves and clear brains. *Life's leaders are oat-fed.* Life's failures are ill-nourished.

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But in one good-class school in Birmingham 88 out of 100 pupils use Oat-Food.

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Why Oat-Food?

The Investigation's Report shows out of 514 doctors, 494 declare that an increased consumption of Oat-Food would greatly benefit the nation.

The doctors recommend Oat-Food because they know that for your money you get in oats a more perfect combination of the heat and

energy giving elements of food, the body building part, the brain-food and the food of the nerves and nerve centres than in any other food.

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The whole world knows that Oat-Food is found at its best in Quaker Oats.

The large, thin flakes that cook and digest so easily.—The delicious flavour—

The purity and cleanliness of Quaker Oats—never touched by hand—and sold only in SEALED packets—

The economy proved by "40 Meals for Sixpence."—These are a few reasons why Quaker Oats is

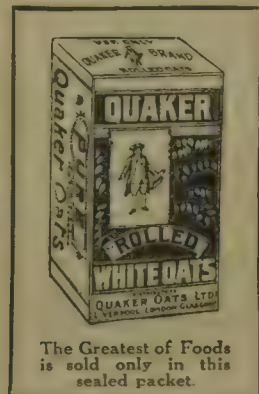


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The One Perfect Oat-Food

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The food that builds
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The Greatest of Foods
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sealed packet.

Through the courtesy of the Bureau, we can send a copy of the Report to you if you are interested. Address, Quaker Oats Ltd., Dept. 228, 11, Finsbury Square, London, E.C.

A NATURAL REMEDY.

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out. Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations or biliousness with its aches and pains are the results.

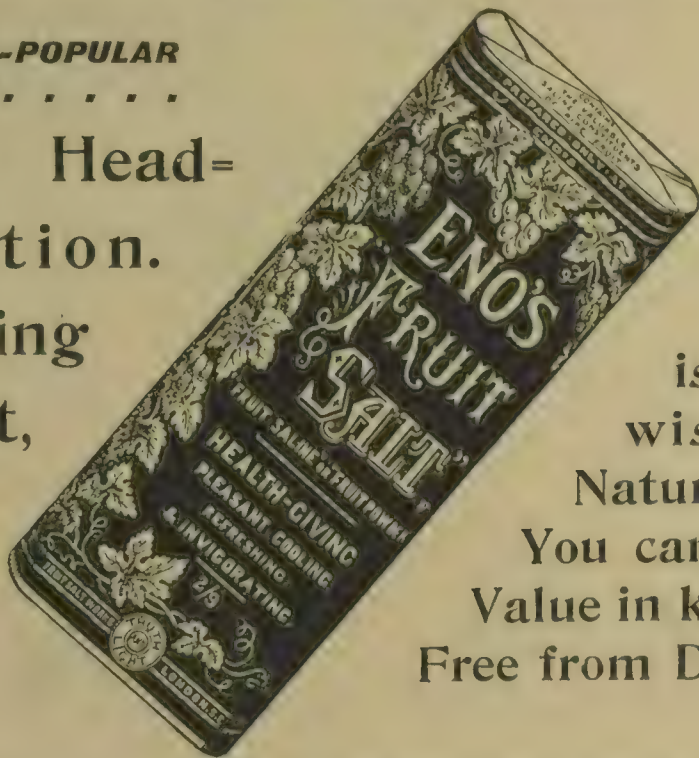
There is no simpler, safer, or more agreeable preparation than

ENO'S 'FRUIT SALT'

the approved specific for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucus membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

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Biliousness, Sick Head-
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Feverish Cold
with High Tem-
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You cannot over-state its Great
Value in keeping the Blood Pure and
Free from Disease by Natural means.

It may be safely taken at any time by old or young.

Be prepared for emergencies by always keeping a bottle in the house.

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THE METROSTYLE.



"I WANT to see just what the Metrostyle does," remarked a recent visitor to our Showrooms. "The fact is, that some time ago I bought a," mentioning an instrument of a similar nature to the Pianola Piano. "Well, it was all right so long as I was playing ordinary music I knew quite well; but lately I have wanted to play other and more difficult compositions, and I cannot get along with them at all."

We explained that Metrostyle rolls carry a unique interpretation line, which, when followed with a pointer attached to the tempo lever, allows the performer to reproduce an authoritative reading of the composition, and so enables him to play the music as it *ought* to be played. It makes the most unfamiliar work easily comprehensible.

"This is just what I needed," he said of the Metrostyle, after playing one of Beethoven's Sonatas. "I must confess that I discounted your advertisements, thinking that they were only the natural expression of the manufacturer's enthusiasm for his own instrument, and I thought I should save money by accepting an offer made me by another firm. I will freely admit that I made a mistake. I don't see how anyone who is really interested in music can ever find permanent satisfaction in any instrument other than the Pianola."

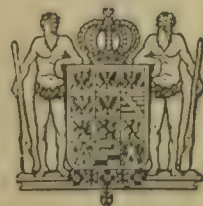
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LADIES' PAGE.

PRINCES have hearts as well as other people, and are equally subject to what gentle Shakespeare calls "merely a madness." But our Royal Marriages Act, passed by Parliament to oblige King George III., when two of his brothers had married non-royal widows, refuses to take any notice at all of such aberrations on the part of Princes. The Continental system of royal morganatic ("left-handed") marriages is surely more merciful to the women who share the Princely mania; for the morganatic wife has some recognition and a legal claim to fidelity, though she may not bear her royal spouse's title; and her children are admitted as of royal blood, though they may not inherit their father's royal rights. Under that law the heir to the great throne of Austria-Hungary, the Archduke Francis Ferdinand, is now married. His wedding with the Duchess of Hohenberg (née Countess Chotek of Chotkowa and Wognin) took place in 1900, and they have three children. The English law ignores all rights of wife and children in such a case. Moreover, a German Prince's morganatic wife and her children are very often given a title by royal favour. Queen Victoria created the *de facto* widow of her uncle, the Duke of Sussex, a Peeress as Duchess of Inverness; but there is more difficulty in non-royal marriages for Princes in this democratic country than on the Continent, since the passing of the Royal Marriages Act. Prior to that, if a Prince married any woman with the usual legal forms, she was his wife just as much as if he had not been royal.

Of course, the greatest of our Queens, Elizabeth, was the child of precisely such a marriage; for her mother, Anne Bullen, was but the daughter of a simple Knight, and his grandfather, though he could claim to come of noble Norman blood, had, as a fact, been no more than a London draper! As such he made a fortune, and became Lord Mayor of London, and left his son well enough off to get into "Court circles" and marry the daughter of a Peer, so that Anne Bullen was a Maid-of-Honour. But it was by this marriage of King Henry VIII. with a London tradesman's great-granddaughter that England obtained the greatest of her Queens; and though Elizabeth had a number of near relations amongst the nobility by her mother's side, and was never ashamed of the fact, but always acknowledged her cousinship freely—certainly nobody can pretend that she did not receive as much homage and reverence as unmixed blood royal can ever obtain. It is rather curious that the next two of our Queens-regnant, Mary II. and Anne, were also the children of the marriage of a royal Prince with a lady far below his rank.

Now that the sales are over, many women find themselves burdened with remnants and odd lengths that they have a difficulty in using up. Fortunately for this case, the fashion of the hour moves more and more



A LACE TUNIC.

A sale remnant of lace could be thus made up, with velvet belt and bands.

THE MODERN MERVEILLEUSE CAP.

A new spring model, copied from a design of 1790, in striped satin and velvet.

one-sided. A trimming down one and not the other half of the front, even one fabric for half of the corsage and a different material altogether for the opposite side, are

now quite fashionable. Three materials in one bodice even is nothing remarkable. Thus, a yoke can be made of a remnant of lace, under that come cross-over folds of the same piece of material as makes the skirt, and the centre of the design, between the opening folds, can be of embroidery, brocade, or something altogether different as a vest. The all-prevailing tunic, again, is more often than not placed over an underskirt or above a foot-band of some other fabric and colour; this is adopted even in the most expensive gowns fresh from the hands of a high-class designer, so why not avail yourself of the same plan to use up two remnants? The top of the bodice and the sleeves, together with a deep band round the foot of the skirt, may be of one material, and the central part of the tunic of another stuff; or if the length of the remnants suits better another way, the whole of the bodice and the top of the sleeves, together with a skirt foot-band (apparently an under-skirt, if preferred), may be of one, and the lower sleeves and upper part of the skirt of the other fabric. A band of piping or a line of some pretty trimming will harmonise the joins.

Or again, the ever-useful blouse is in fashion, but it should harmonise in colour with the skirt to some extent. This makes it possible to build the skirt nearly all of one fabric, and the blouse of a Paisley pattern, or a fancy foulard, or what not, in which the prevailing tone is the same as, or at least harmonious with, that of the skirt. Should there be more of the fancy material than the blouse demands, it can be added to the skirt, either as the useful band round the bottom of the skirt, or higher up on it, or laid in stripes down it. At all events, one should make it a matter of pride to utilise what one buys. With the usual oddity of fashion, it is considered at present *à la mode* to have the corsage of an evening gown of a different colour from the skirt portion, although for day wear the blouse is expected to be of the same tone as the skirt. But the short corsage of the present style in evening frocks may quite fashionably be built of an elaborate piece of embroidery and some folds of lace or crêpe-de-Chine quite different from the lower part of the gown in colour. Then, for children, remnants will generally work in very well (though the victims may occasionally demur: I know of a little girl who burst into a passion of tears when she heard her mother and nurse discussing how to utilise the sale purchases on her poor little *corpus vile*: "I won't have another frock of ragments," she declared). Children's frocks should always hang from the shoulders; because the least burden on the hips and spine while the bones are soft and growing may cause serious deformity; but this requirement can easily be secured by a little ingenuity, while short lengths of material are used. A little velvet top or corsage portion, with a rather full skirt of cashmere or tweed gathered on to the velvet at the waist line, but keeping it quite loose there so that the shoulders and not the hips bear the weight; a lace yoke, and an odd line or two of trimming, is just an example of what can be done.

FILOMENA.

Lait-Larola

Bottles, 1s. & 2s. 6d. each,
of all Chemists
and Stores.

IS INVALUABLE during the Winter to all who value their Complexions.

Preserves the Skin and Complexion from the effects of Frost, Cold Winds and Hard Water, more effectually than any other preparation. It entirely removes and prevents all Roughness, Redness, Irritation, Chaps, etc., and keeps the Skin Soft, Smooth and White, at all seasons of the year. It is invaluable for the Complexion and will be found delightfully soothing and refreshing if applied before and after golfing, cycling, motoring, skating, etc.

"LAIT LAROLA" is also Wonderfully Soothing if applied after Shaving, removing as it does all Irritation and Discomfort.

M. BEETHAM & SON, CHELTENHAM.

AITCHISON'S NEW MODEL.

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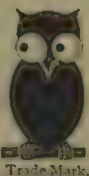
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THE CHRONICLE OF THE CAR.

MEMBERSHIP of Brooklands should appeal to all motorists, or, indeed, others, who take an interest in aviation. The grounds are within easy reach of town by car or rail, and almost any still, fine afternoon will find flying of some sort or other. Saturday and Sunday afternoons see large gatherings of motorists and aviators gathered around the numerous hangars which line the flying ground, and very frequently they are rewarded for their pains by a show of aviation which does not always fall to the attendance at a big flying-meeting where big money prizes and valuable cups are up for competition. In one short hour last week, that popular favourite, Gilmore, made two magnificent flights on the "Great Bat," and was followed by Morrison, a most skilful and intrepid aviator, on a similar machine. During their last flight, these two daring souls ascended each to about a thousand feet, and disappeared altogether to the south-east. Then there were two biplanes out passenger-carrying, the honoured of the King, Mr. Tom Sopwith, steering one of them in a masterly manner. An interesting triplane also made some neat



A MOTOR-CAR ON SKATES WITH SKI-ERS IN TOW: THE DE LA BESSE AUTO-SLEIGH.

race to be held in connection with, and to form part of, their jubilee celebrations. Whatever reasons may be alleged for this denial, the Manx people are certain to regard it as a churlish and inconsiderate act. For years past the R.A.C. has enjoyed the use of the roads of the island for eliminating trials and motor and motor-cycle races; the powers of the House of Keys have been invoked on their behalf; the whole island almost has been put at their disposal; and now when, in connection with a celebration of great importance, they ask for sympathy and aid, they are met with refusal. The Manx people at least are entitled to know the reasons which have swayed the Club Committee in their decision. For all I know, they may have already been so acquainted; but having regard to the view taken of their action by automobilists generally, it would be well for the public to be similarly informed. I know, on the best authority, that all the safeguards, and more, taken by the Club in respect to the last four-inch race would have been put into effect, while at least seventeen entries were assured.

Up to the present I have not enjoyed an opportunity of trying the effect of the

(Continued overleaf.)



TAKEN AT CASTLE BROMWICH: THE LATEST MODEL OF A 12-16-H.P. TWO-SEATED WOLSELEY.

The car is fitted with a patent-leather Victoria hood and triple-jointed screen, and the deep scuttle and high doors make it extremely comfortable in all weathers.

While on wheels this auto-sleigh does not differ from any ordinary motor. It is an 18-h.p. car in the form of a double phaeton. The inventor, Lieut. de la Besse, drove it as a car from Paris to the Fayet St. Crevin, and on reaching the snow border attached the skates and ascended to Chamonix. He intends to go to St. Petersburg on it. The wheels which propel the motor are denticulated with blocks of indiarubber, and can be lowered to the ground by springs. The skates, whose base is V-shaped, are proof against side-slip.

flights. Non-members, too, can see a show like this at close quarters for one shilling; so that it is not remarkable that Brooklands is becoming a week-end rendezvous.

The R.A.C. have refused the Douglas Committee a permit for a three-inch motor



TAKEN AT THE BRUSSELS EXHIBITION: A DAIMLER 23-H.P. "CLOVELLY" ENCLOSED DRIVING LIMOUSINE.

At the Daimler Company's Stand at the Brussels Exhibition the 23-h.p. "Cloveilly" enclosed Driving Limousine, as shown in the above photograph, attracted much attention.

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NORTH OF ENGLAND
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FIVE of the Wolseley 1911 Models, including the 50-h.p. Chassis as supplied to H.M. Queen Alexandra, will be shown on

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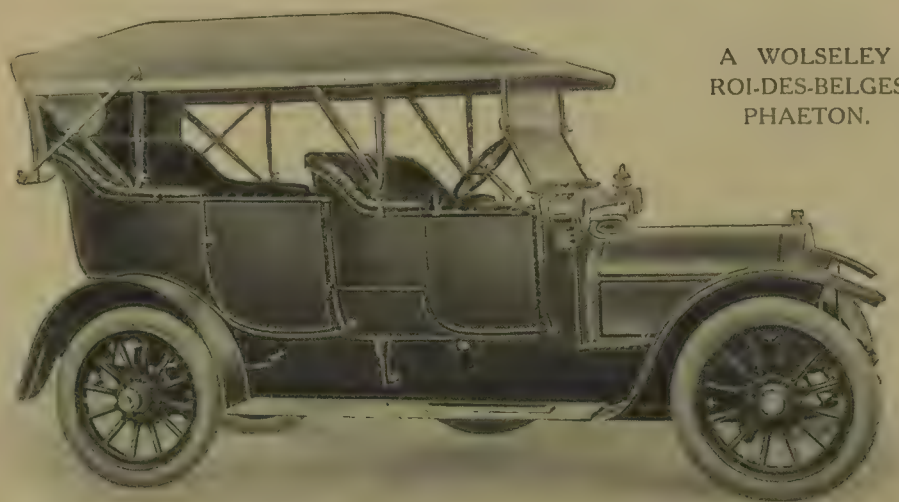
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Until two years ago, there seemed to be ground for fear lest the pneumatic tyre, after having brought the automobile to a high degree of efficiency, would check its further progress. Increased weight and speed of cars meant greatly increased tyre expenditure.

It is evident that when the weight on each tyre approaches 1500 lb., and the speed and resultant heat add their destructive influence, the best of tyres cannot long survive.

Some tried using solid tyres or various so-called "elastic" devices. They soon found, however, that the car mechanism was afforded practically no protection from the incessant road shocks.

We have always refused to make solid tyres, simply because we have always believed that no satisfaction could be got from them. Three years ago we made a series of experiments, and proved our belief correct, viz.: *that solid rubber is incapable of allaying vibration.*

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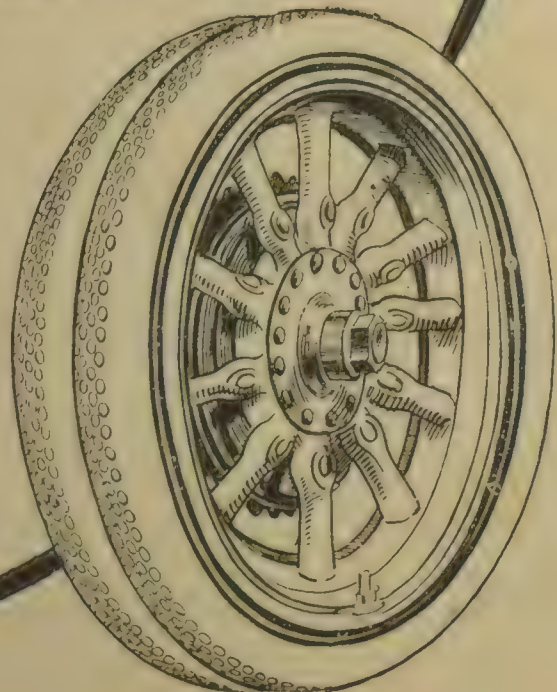
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piston-valve engine which is fitted to the Crowdy car, made by Messrs. Crowdy, Ltd., of Olaf Street, Notting Hill, W. An expert friend of mine, however, who has both ridden on the car and driven it, returns full of its praises, and this in the face of the fact that hitherto he has been a determined—I had almost written “prejudiced”—upholder of the poppet-valve engine. Its silence, he says, is remarkable; and in the absence of any spring-closed valves, I can quite credit it. Moreover, it pulls with delightful continuity on top speed with the engine just turning over, and accelerates alike swiftly and smoothly. Despite what has been alleged to the contrary, I cannot see any reason why most, if not all, the benefits which have accrued by the use of piston-valves in steam-engines should not repeat themselves in connection with an internal-combustion motor; and in the piston-valve (Crowdy) engine, I believe they do.

A writer whose initials would suggest some connection with the well-worked and energetic Legal Department of the R.A.C. has been at some pains to explain the legal position in the matter of the endorsement of drivers' licenses as it stands since the decision in the case of Brown v. Crossley. It would now appear that almost every offence under the Motor-Car Act, save that of exceeding the speed-limit for the first time, must be endorsed upon the license. Magistrates, however favourably inclined, have now no choice, and the most trivial conviction, for an offence altogether out of the power of the offender to avoid, will count against him. It is high time that the absurdities, and crudities of the Motor-Car Act should be overhauled; and that this is necessary if motorists are not to be further persecuted was obvious from the remarks

which fell from the lips of high legal authorities in recent cases.

Notwithstanding opposition of a determined kind on the part of the French Club and the trade, the French

them in this country will put themselves in competition with their Belgian, French, and German rivals. They will lose little or nothing by defeat, but victory would mean a shoal of orders. Although the Calthorpe cars have not finished first in the French events in which they have already participated, the pluck of the makers of those cars in competing has earned them many friends. The two main routes from Boulogne to Colombert and Desvres to Boulogne will be utilised for the race.

Messrs. C. Mitchell and Co. may be congratulated on the sixty-sixth annual issue of the “Newspaper Press Directory.” It is not only an admirable work of reference on the Press publications of the world, but it gives much information about the commercial conditions of various countries. For example, on page 357 one finds a useful summary of the Reciprocity Agreement between Canada and the United States, which is so much in the air just now. The price of the volume is one florin.

Among the new records issued by the Gramophone Company for February are selections from “The Sorcerer” (Sullivan) and “La Mascotte,” played by the band of the Coldstream Guards, and the Soldiers' Chorus from Gounod's “Faust,” played by the Black Diamonds band. The songs include Lassen's “As Once in May,” sung by Mme. Kirkby Lunn; “Molly Bawn,” sung by Mr. John McCormack (tenor); “Peter,” sung by Miss Margaret Cooper, and “The Message Boy,” sung by Mr. Harry Lauder. The Light Opera Company contributes two selections from “The Mikado.”

Instrumental music is represented by the Renard Trio, with an Adagio Cantabile from “Tartini,” and Schubert's “Ave Maria,” played on the 'cello by M. Jacques Renard.



“AND YE’LL TAK’ THE LOW ROAD”: THE 1911 “FLYING FIFTEEN” ARGYLL BY THE BONNY BANKS OF LOCH LOMOND.

The new 1911 “Flying Fifteen” Argyll Torpedo model, built by Messrs. Argylls, Ltd., of Alexandria, Dumbartonshire, is here seen on the loch shore road at Luss, Loch Lomond. The scene recalls the “high road” and the “low road” by Loch Lomond in the familiar song.

Light Car and Voiturette Races will be held this year over the Boulogne Circuit. In view of the proximity of the appointed course to our shores, it is hoped that those British manufacturers who desire to earn publicity denied

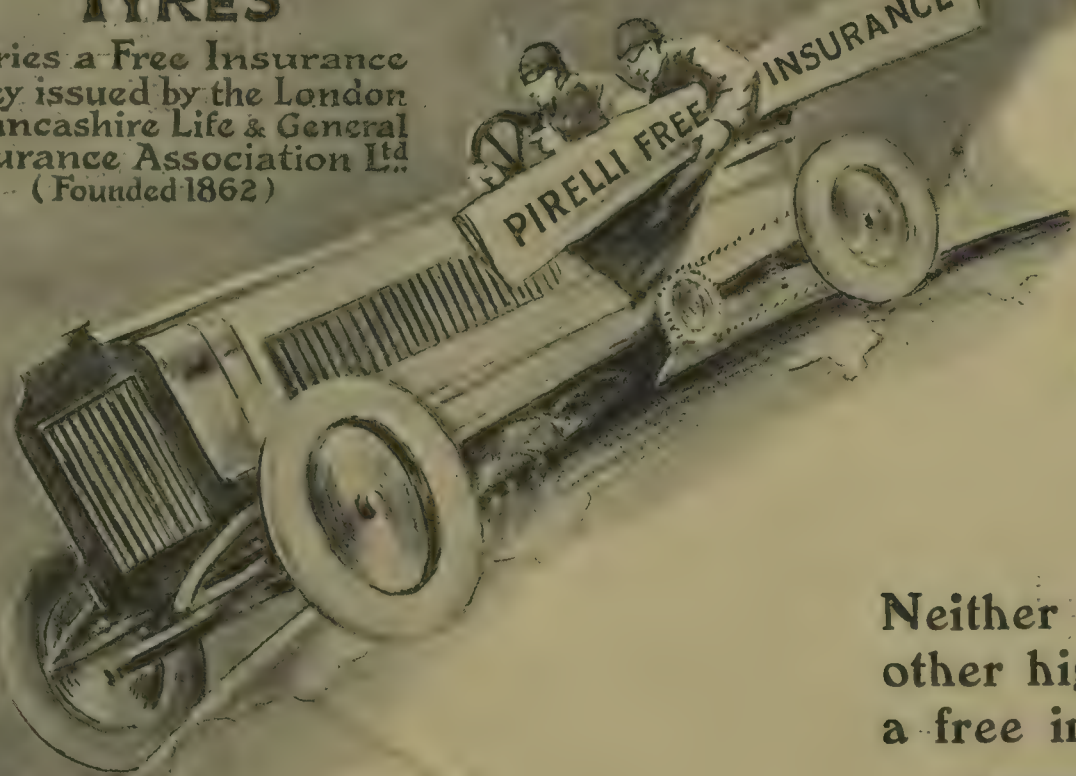
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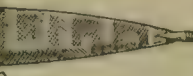
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Its special features are—delicious flavour, high nutritive value, and last, but by no means least, perfect digestibility. Even those who have to deny themselves tea, coffee, and ordinary Cocoa can take it with benefit and enjoyment.

Though its use is by no means to be confined to invalids, it is of great benefit in cases of weak digestion, nervous exhaustion, insomnia, etc. It is made in a moment simply by adding hot water.

Tins 2s. 6d. and 1s. 6d., of all Chemists and Stores.

SAMPLE FOR 3d. POST FREE.—A Sample Tin of the Cocoa and Milk will be sent by return, post free, for 3d. Mention "The Illustrated London News" and address—Savory & Moore, Ltd., Chemists to The King, 143, New Bond St., London.

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The neglect of a little supervision in the matter of the Children's Bath is often attended by unpleasant and sometimes serious consequences. If a common soap is permitted to be used, the texture of the children's skin is gradually coarsened and rendered unhealthy. In fact, many ailments are directly due to the caustic and other injurious ingredients which are contained in inferior soaps. If mothers would see that only

PEARS' SOAP

is used in the Children's Bath, all these dangers would be avoided, and the young and tender skins would be kept fresh and fine and beautiful, and so become one of the surest foundations of permanent good health and good complexions.

Pears'



WILLS AND BEQUESTS.

THE will (dated Dec. 7, 1910) of MR. ANTON DUNKELS, of 12, Hyde Park Gardens, head of Dunkelsbühler and Co., St. Andrews Street, and London Wall Buildings, City, who died on Jan. 8, has been proved by Ernest Dunkels and Walter Dunkels, sons, and Berthold Kitzinger, the gross value of the property being £1,588,593. The testator gives £1000 and his residence and contents, except money and securities, to his wife, who is already well provided for; £5000 to his daughter Marguerite; £2000 to his nephew Theodore Dunkelsbühler; £1000 each to his nephews Hugo and Otto Dunkelsbühler; an annuity of £500 to his brother Siegfried; an annuity of £400 to his brother-in-law, Ludwig Geiger; £1500 to Amalia Brull; £1000 each to the executors; £1000 to the Kinder Hospital, at Fürth; £500 each to the Israelitische Waisenanstalt, Fürth, the Society for the Relief of Foreigners in Distress, the German Hospital, Dalston, the German Society of Benevolence, and the Jews Board of Guardians. The goodwill of his business and his share of the profits he gives to his son Walter, and the residue of the property to his children.

The will (dated June 14, 1900) of LADY HELEN GWENDOLEN RAMSDEN, wife of Sir John William Ramsden, Bt., of Byram, Ferrybridge, Yorks. and Bulstrode, Gerrards Cross, Bucks, who died on Aug. 14, has been proved, the value of the estate being £107,293. The testatrix gives Bulstrode and all real and personal estate in Bucks to her husband for life, with remainder to her son John Freschville Ramsden in tail, and the residue of her property to her husband absolutely.

The will (dated June 17, 1909) of CAPTAIN GEORGE ERNEST SHELLEY, formerly of the Grenadier Guards, of 39, Egerton Gardens, S.W., who died on Nov. 29, is now proved, the value of the property being £50,341. After giving £500 and the indoor and outdoor effects to his wife; and £100 to Richard J. F. Edgcumbe; he left all the property in trust for his wife during widowhood, his children receiving, on their attaining twenty-one, £200 and an allowance of £100 per annum; and subject thereto he gave £15,000 each to his sons George Edward and Ernest Bowen; £5000 each to his daughters; and the residue equally to his children.

The will of MR. HENRY NICHOLAS CORSELLIS, of 64, East Hill, Wandsworth, and Bryony Hill, Hambleton, Surrey, solicitor, who died on Dec. 24, is now proved, and the value of the estate sworn at £190,900. He gave £250 each to his wife and children; an annuity of £100 to his stepdaughter, Marjorie Courtenay; £100 each to his sister, Helen Ada Corsellis, and his granddaughter, Betty Corsellis; £100 to Percival Alfred Watney; and legacies to clerks. Two fifteenths of the residue he left, in trust, for his wife during widowhood, or one fifteenth should she again marry, and subject thereto for his children in the proportion as their

respective shares; five fifteenths to his son Captain Arthur Henry Nicholas Corsellis; and two fifteenths each to his children Kathleen Watney, Dorothy Frances, Joyce, and Douglas Henry.

The will of MR. COLIN GRANT PATRICK, of 8, Buckingham Palace Gardens, who died on Nov. 30,

and £2000 to W. S. Barton. The residue is to be held in trust to pay £1000 a year to Mrs. Patrick for life, and a further £2500 during widowhood; conditional annuities to his son and daughter; and the ultimate residue as to two thirds to his son, Colin Mark; and one third to his daughter, Joyce Frances.

The will and codicils of MR. GUSTAV BYNG, of 39, Fitzjohns Avenue, Hampstead, and 71, Queen Victoria Street, City, Chairman of the General Electric Company, who died on Nov. 23, have been proved by his wife and sons, the value of the property amounting to £100,700. He gives £1000, all furniture, etc., and during widowhood £2000 a year, or an annuity of £1000 should she again marry, to his wife; £250 each to his sons for acting as executors; £1000 for such charitable purposes as the executors may select; and the residue in trust for his children.

The following important wills have been proved—

Mr. Giacomo Monico, the Café Monico, Shaftesbury Avenue	£75,573
Rev. Canon Arthur Henry Faber Warmsworth, Doncaster	£57,356
Mr. Arthur Pepys Whately, 4, Southwick Crescent, W.	£51,831
Mr. Christopher Wood, Swanwick Hall, Swanwick, Alfreton, Derby	£48,412
Mr. John Coates, Mayfield, Church End, Finchley	£47,994
Mr. Charles Harris Warren, Langley Avenue, Surbiton, and 45, Bloomsbury Square, W.C.	£46,256
Mr. John Evans, The Horn Tavern, Knightbridge Street, City	£44,331
Mr. Arthur Edward Keell, 58, Holland Park Avenue	£43,043
Mr. Thomas Wilde, Queen's Road, Oldham, Lancashire	£41,199
Rev. William Philip Beckett, Chaucer Road, Bedford	£41,086



A PRESENT FOR USERS OF OXO: "BLOWING BUBBLES," BY G. SHERIDAN KNOWLES, R.I.

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is proved by Mrs. Gertrude Patrick, the widow, Edward Stacey, and William Sydney Barton, the value of the property amounting to £135,165. He gives £2000 and the use, during widowhood, of his residences to his wife,

Compiled on the same lines and bound in the same form as his well-known volume on "Fighting Ships," Mr. Fred T. Jane's Flying Annual, "All the World's Air-Ships," including aeroplanes and dirigibles, is a most useful and interesting work, abundantly illustrated, and packed with information about the various aircraft of different countries. The volume is published annually, by Messrs. Sampson Low, Marston and Co., the present being the second year of issue. It is divided into three parts, Part I. dealing with Aeroplanes and Dirigibles of the World; Part II. with the World's Aerial Engines; and Part III. consisting of an Aerial Directory and "Who's Who." The last-named feature might conveniently be amplified and extended. The biographical particulars are somewhat brief, and several omissions suggest themselves, such as the names of the late Mr. Cecil Grace and Mr. Hoxey, though, as the late Mr. Rolls and M. Chavez are given, the list is not confined to living airmen; also some well-known airwomen are missing, such as Mme. Hervieu and Mrs. Maurice Hewlett.

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FRANK BRANGWYN AND HIS WORK.

"FRANK BRANGWYN and His Work," by Mr. Shaw-Sparrow (Kegan Paul), is the book of Brangwyn complete. Seldom has a man made a better "one-man show," or had a better showman. Bond Street can do but half as well for a painter as this impresario between boards, for a painter is but half a hero to the dealer. Mr. Shaw-Sparrow makes, if anything, too loud a defence of his chosen artist. He has collected all the Press notices, and they have seemed to him to contain much that needs confuting. Some of the fugitive criticisms he reprints will be apt to startle those who made them in the hurried hours that followed Press days at the Royal Academies of past years. The least bygone coldness is now confronted by the established fact of Brangwyn's greatness. Mr. Shaw-Sparrow bows the critics over with the swingeing certainty of his hero's fame, but we must remember that he writes with all the work under his thumb. In France, in Germany, in America, they have no doubts as to England's greatest painter, and even if in England we are more backward, Mr. Shaw-Sparrow need never fear—nor hope—to catch the critic in a disparaging mood again, for he has put Brangwyn under our thumbs, too. The complete Brangwyn, we had almost repeated! But complete only to the forty-third year of his life: one of his merits is that he is incomplete, that he, like his work, is alive, and must grow and change—let it be said without offence to the all-in-all admirer of his work as it is to-day—even as he has grown and changed since first he copied Della Robbias in South Kensington, since first he ran from the rugged presence of William Morris to an unruly sea. The twenty-eight shillings that were his capital having come to naught, he helped to load a ship, and at the end of a day's labour with a wheelbarrow, painted a name on her prow, and set sail in her. His great adventure was as the guest of a shipowner who offered him passages to distant lands in return for the drawings he made on the way. That was how he learnt to live and paint—things he has done eminently well ever since. The illustrations in colour and monochrome assist Mr. Shaw-Sparrow's argument almost as ably as his clear English and enthusiastic industry.

CHESS.

G. A. ANDERSON (Fort Leavenworth, Kansas, U.S.A.).—Your problem is somewhat old-fashioned in idea; but it is neat, and we hope to make use of it.

T. CURCEDO (Finchley Road).—The "Ruy Lopez" is an attack, not a defence, and is held in the highest esteem by all the great players. There are many varieties in its defence—some good, some bad; but a perfectly sound one, in the opinion of many authorities, has yet to be found.

DR. F. CHALUPNY (Prague).—We are greatly indebted to you for the game which you send us.

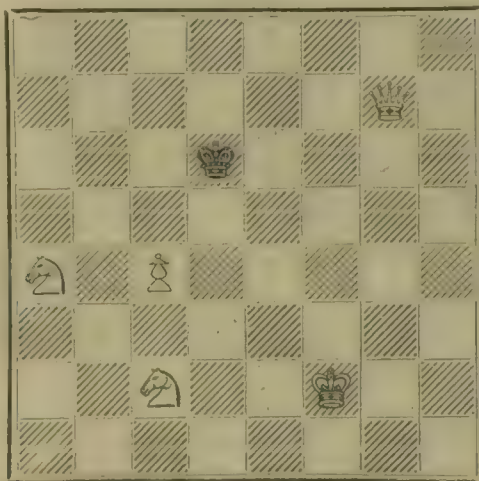
T. D. CLARKE (Morino, Australia).—We are very pleased to hear from you again. Your problems shall receive early attention.

N. H. GREENWAY (San Francisco).—Your pleasant letter is very encouraging, and we are glad to know of the interest you take in this column.

T. S. R. AND OTHERS.—1. Q to Kt 4th will not solve Problem No. 3482.

H. B. AND OTHERS.—1. R to K 7th is a near try in No. 3482, but Black just escapes.

PROBLEM No. 3481.—By E. J. WINTER-WOOD.
BLACK.



WHITE.
White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3481.—By H. MAXWELL PRIDEAUX.
WHITE.
1. B to Q 3rd
2. Q or Kt Mates accordingly.
BLACK.
Any move

CORRECT SOLUTIONS OF PROBLEM No. 3471 received from J. E. Daly (Bassett) and J. F. L. (Barbadoes); of No. 3475 from N. H. Greenway (San Francisco) and J. F. L.; of No. 3477 from N. H. Greenway and I. G. Paul (Somerville, Mass., U.S.A.); of No. 3480 from P. R. Pickering (Forest Hill), Jacob Verrall (Ridwell), Rev. H. S. M. Poer (Eden-Derry, King's Co.), Ph. Lezen (Hanover), F. Ceredo, and Theo. Marzials (Colyton); of No. 3481 from C. Barretto (Madrid), F. L. Kuttner (New York), Blair H. Cochran, J. Isaacson (Liverpool), F. R. Pickering, Captain Challice (Great Yarmouth), John Mackey, J. D. Tucker (Ilkley), N. Macnair (Highgate), S. Thompson (Glencolumbkille, Co. Donegal), and G. H. Trowbridge (Cheltenham).

CORRECT SOLUTIONS OF PROBLEM No. 3482 received from H. Maxwell Prideaux (Exeter), E. J. Winter-Wood, R. Worters (Canterbury), A. G. Beadell (Winchelsea), J. D. Tucker, G. H. Trowbridge, F. R. Gittins (Birmingham), T. Roberts (Hackney), R. C. Widdicombe (Saltash), J. Cohn (Berlin), L. Schlu (Vienna), Sorrento, H. Baxter (Tayport), F. W. Cooper (Derby), and J. Churcher (Southampton).

CHESS IN LONDON.

Game played between TWO AMATEURS.
(Keiseritzky Gambit.)

WHITE (Mr. A.)	BLACK (Professor B.)	WHITE (Mr. A.)	BLACK (Professor B.)
1. P to K 4th	P to K 4th	16. Kt takes B	Kt takes B
2. P to K B 4th	P takes P	17. Q to Kt 7th	Kt to Kt 3rd
3. Kt to K B 3rd	P to Kt 4th	18. Kt takes P	Q to K 2nd
4. P to K R 4th	P to Kt 5th	19. B to Kt 2nd	Kt to K 2nd
5. Kt to K 5th	P to Q 3rd	20. P to R 5th	R to K Kt 1
6. Kt takes Kt P	P to K B 4th	21. Q takes R P	
7. Kt to B 2nd	Kt to K B 3rd		
8. P to Q 4th	P takes P		
9. B takes P	B to K 3rd		
10. P to B 4th	P to Q 4th		
11. Kt to B 2nd	P takes P		
12. P to K Kt 4th			

White is staking everything on his attack, but the risk is a fair one.

13. P to Kt 5th B to Kt 5th
14. P takes B B takes Kt (ch)
15. Q to R 5th (ch) Kt to Q 4th
16. Q to R 6th B to K 2nd

Apparently overlooking the simple course of 16. P to Kt 6th, B takes P, 17. Q to K 5th (ch), K to B 2nd, 18. P to R 5th, which ought to win.

17. R takes R (ch) B to K sq
18. K to Q 2nd P to B 4th
19. R takes B (ch) Q takes R
20. Kt to Q 6th (ch) Resigns

It is not often two Queens are sacrificed in succession.

Failing to notice White's reply. There is plenty of point in the game.

In connection with a special excursion (second and third class) which will leave Paris (P.L.M.) at 11.40 a.m. on Feb. 22, and is due at Nice at 10.22 a.m. the following day, the Brighton Railway will issue via Newhaven and Dieppe, on Feb. 21 only, cheap sixteen-day return tickets from London to Paris. Passengers may return from Nice from March 1 by any train according to class, but must leave Paris for London not later than March 8.

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THE GREAT DOMINION: CANADA.



TO ASSUME OFFICE IN SEPTEMBER AS GOVERNOR-GENERAL AND COMMANDER-IN-CHIEF OF THE DOMINION OF CANADA:
FIELD-MARSHAL H.R.H. THE DUKE OF CONNAUGHT AND STRATHEARN, K.G., K.T., K.P., G.M.B., G.C.S.I., G.C.M.G., G.C.I.E., G.C.V.O., P.C.

In appointing the Duke of Connaught to be Governor-General of Canada, the King has chosen a great soldier and a great diplomatist to be head of a great Dominion. The Duke, who is exceedingly popular, has had a distinguished military career, with wide experience in various branches of the service. Canadians will recall with interest the fact that, when he was Prince Arthur of Connaught, he served in Canada as a subaltern during the Fenian Raid of 1870, and he wears the medal and clasp for that service. In 1879 he married Princess Louise Margaret of Prussia. Three years later he fought at Tel-el-Kebir. Since that time he has held a number of high military commands, in India, Ireland, and this country. His most recent service to the Empire was, of course, his triumphal visit to South Africa to open the first Union Parliament.—[PHOTOGRAPH BY ELLIS, MALTA.]



IN THE CAPITAL OF THE DOMINION: THE TOWER OF PARLIAMENT BUILDING, OTTAWA, AND A VIEW OF THE RIVER. Ottawa, capital of the Dominion, seat of the Supreme Court of Canada, and residence of the Governor General, stands on the right bank of the River Ottawa, some ninety miles above its junction with the St. Lawrence.

Photograph by Young.

THE DOMINION WHICH IS AS LARGE AS EUROPE



BUILT IN IMITATION OF ST. PETER'S, ROME: THE FAMOUS CATHEDRAL OF ST. JAMES, MONTREAL. Strictly speaking, this church is correctly described as the Cathedral of St. James, but, as it was built in imitation of St. Peter's at Rome, it is popularly known as St. Peter's. The great nave is 333 feet long.

Photograph by Underwood and Underwood.

CANADA: ITS NATURAL RESOURCES, ITS COMMERCIAL ACTIVITIES, ITS PART AS PLEASURE RESORT AND HUNTING GROUND, ITS GREAT PRESENT AND ITS PROMISE OF GREATER FUTURE.

"*Quelques arpents de neige!*" With that phrase Voltaire ignorantly and jestingly consoled France for her loss of Canada; but to have crossed, though ever so hurriedly, from Atlantic to Pacific, the great country lightly dismissed as no more than "a few acres of snow" is to forget the folly of the philosopher in the vastness of the reality. It is not merely that eighteenth-century absurdity of regarding Canada as almost Arctic territory (for parts are in the same latitude as Northern Spain and Italy), nor the representation as merely a small estate the Dominion which is as large as the whole of Europe—to recall these historic errors would be to raise a smile, did not the vastness, the variety, the irrepressible vitality of the country leave the traveller incapable of any emotion but amazement and admiration, and again amazement.

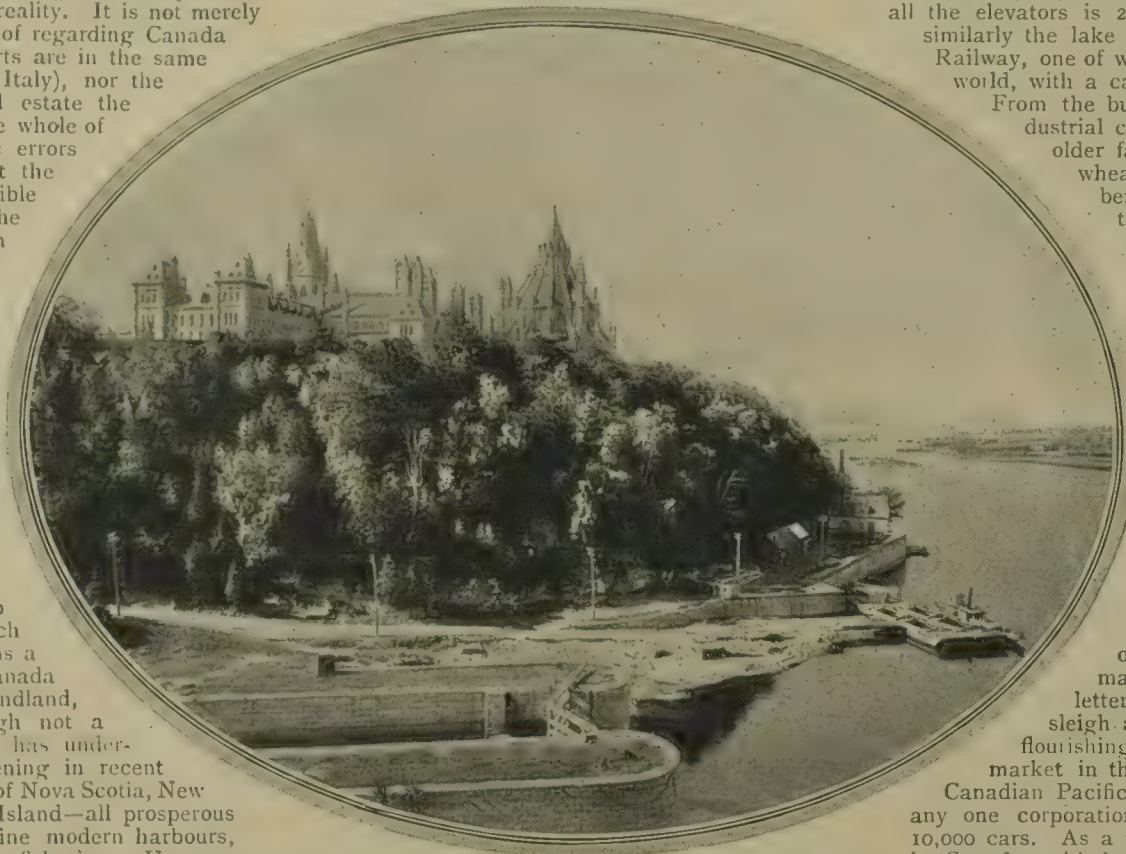
Consider but the vastness of Canada. From Halifax on the Atlantic to Vancouver on the Pacific is over 3700 miles by rail. It is a journey across a country forty times the size of Great Britain, and very quickly the visitor from England realises the necessity for accepting new standards and new comparisons. From the Straits of Belle Isle up the St. Lawrence to Quebec is a voyage twice as long as from London to Edinburgh, and one up so mighty a river and through such grandeur of scenery that it forms a fitting prelude to the wonders of Canada itself. Yet one has passed Newfoundland, the oldest English colony (though not a member of the Dominion), which has undergone such an industrial awakening in recent years; and the Maritime Provinces of Nova Scotia, New Brunswick, and Prince Edward Island—all prosperous and vigorous communities, with fine modern harbours, flourishing agriculture, and busy fisheries. Here on the Atlantic seaboard is the old Acadian region, with its history of three centuries' colonisation, but alert and attuned to the needs of the twentieth century. Rich in history, Eastern Canada meets the traveller with Quebec, Queen City of the New World, reigning over the only true colony France has ever founded, and that under the English flag, though both in speech and temperament it is the France of the Bourbons and three hundred years ago. Alike the great national port and the railway centre of the Dominion, Montreal is the commercial metropolis of Canada, as Toronto, drawing on the electric power generated by Niagara, is the centre of manufactures and wholesale trade, with a fine natural harbour

on Lake Ontario, and commanding the timber and mineral resources of that Province. At the head of the lake is Hamilton, with its great iron and steel works, its shipping and railway facilities, and its orchard lands, "the garden of Canada." Ottawa, capital of the Dominion and seat of the Federal

twin cities of Port Arthur and Fort William, the great shipping ports of grain from the Western Provinces to Montreal and the European markets. At Fort William, the Canadian-Pacific Railway alone has grain-elevators with a capacity of about 11,000,000 bushels, while the total capacity of all the elevators is 22,500,000 bushels. Port Arthur is similarly the lake terminus of the Canadian Northern Railway, one of whose elevators is the largest in the world, with a capacity of 7,500,000 bushels.

From the busy life of such commercial and industrial centres and the rural charm of the older farmed country, go west to the vast wheat-growing plains which have slumbered for ages until just now awakened to give food to the world. Only as hour after hour, day after day, the train carries one across the great prairie, with its rich, dark soil or its sea of tall grain, is it possible for the first time to realise the meaning of the word "illimitable." It is transit across a zone of land as broad as France, and with a soil which has waited unbroken and in solitude for the coming of man to plough, to sow, and to reap abundantly. The Province of Manitoba alone embraces 74,000 square miles, and is larger than Scotland, Ireland, and Wales combined. Forty years ago Winnipeg, its capital, was the Fort Garry of 240 settlers walled in against marauding Indians, and receiving letters only twice a year, brought by dog-sleigh and canoe. To-day Winnipeg is a flourishing modern city, the greatest grain market in the British Empire; its depot of the Canadian Pacific Railway is the largest owned by any one corporation in the world, having room for 10,000 cars. As a manufacturing city, it is the fourth in Canada, with ironworks, railway work-shops, flour-mills, clothing and other factories. In the last six years, Winnipeg has spent over 1,000,000 dollars in public buildings and schools. Its municipal electric plant has a capacity of 60,000-h.p.

These facts are the measure not only of the growth of Winnipeg but of the opening up and settlement of Manitoba. Already the same magic transformation is under way in Saskatchewan and Alberta, each of which has an area of more than 250,000 square miles, or much larger than either France or Germany. Southern Alberta, which until five years ago was merely a gigantic ranch for horse and cattle breeding, has by irrigation been raised into wheat-growing land, and the little town



THE POLITICAL CAPITAL OF CANADA: OTTAWA—PARLIAMENT BUILDINGS FROM WAGON HILL PARK.

Photograph by Detroit Photographic Co.

Government, stands nobly on its magnificent river with high, overhanging rock; while its enormous water-power from the harnessed Chaudière and Rideau Falls makes it a centre of the lumber trade. This is the industrial and manufacturing centre of Canada, with thriving cities and commercial centres. Inland are the agricultural areas, the farms, the great timber locations, and mining regions, the full wealth of which is yet to be realised. At the most northern point of Lake Superior stand the



A VIEW IN THE HEART OF THE COMMERCIAL METROPOLIS OF CANADA AND ITS LARGEST CITY: MONTREAL—DOMINION SQUARE.

Photo, Grand Trunk Railway.



THE OLDEST AND MOST PICTURESQUE CITY OF THE DOMINION: QUEBEC—FRONTENAC AND DUFFERIN TERRACE.

Photo, Underwood and Underwood.

(continued overleaf)

MEN WHO COUNT IN THE DOMINION: CANADIANS OF NOTE.



- | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| 1. EARL GREY,
Governor-General of Canada since 1904—Retiring. | 4. THE HON. SIR JAMES PLINY WHITNEY,
President of the Executive Council
and Premier of Ontario. | 7. THE HON. SIR FREDERICK W. BORDEN,
Minister of Militia Defence. | 11. THE HON. J. H. TURNER,
Agent-General for British Columbia in London. |
| 2. THE RIGHT HON. SIR CHARLES TUPPER,
BART.,
Ex-Premier of Canada, and Lord Strathcona's
Predecessor as High Commissioner. | 5. LORD MOUNT-STEPHEN,
Formerly Head of the Canadian Pacific Railway
and President of the Bank of Montreal. | 8. THE HON. JOSEPH MARTIN, M.P.,
Ex-Premier of British Columbia—now, M.P.
for East-Strathcona. | 12. THE HON. FRANK OLIVER,
Minister of the Interior. |
| 3. THE HON. LOUIS PHILIPPE BRODEUR,
Minister of Marine and Fisheries. | 6. THE HON. SYDNEY A. FISHER,
Minister of Agriculture. | 9. THE RIGHT HON. SIR WILFRID LAURIER,
Premier of Canada. | 13. THE HON. CLIFFORD SEFTON,
Chairman of the Conservative Committee of Canada. |
| | | 10. THE HON. WILLIAM S. FIELDING,
Minister of Finance and Receiver-General. | 14. THE HON. RICHARD MCBRIDE,
Premier of British Columbia. |

Photographs by Elliott and Fry, Pittenway, Russell, Topley, Lyddell Sawyer, Lafayette, and Menzelsohn.

of Calgary has become the biggest city between Winnipeg and Vancouver, a great market for grain and the centre of many and thriving industries. Edmonton, seven years ago a tiny hamlet, has become a prosperous city of 25,000 people, the capital of the Province, and served by two lines of railway. So, too, Regina, the capital of Saskatchewan, exhibits the amazing development of the agricultural wealth of its land, while the mineral resources still await exploitation. It is in these far western Provinces of Canada, now being opened up by the railways, that the progress of the Dominion will be most marked in the near future, though Manitoba is still far from possessing that population of 600,000 which she can accommodate, even with only one family of five persons on every half-section of land.

Go still further west, leaving the fertile plains for the tremendous majesty of the Rockies, over whose ranges, now high upon the mountain flanks near the snow lines, and now winding down narrow valleys, crossing rivers and streams fed by mighty glaciers, the train runs through into British Columbia and to the shores of the Pacific Ocean. It was a



THE HEADQUARTERS OF THE FRENCH CANADIANS: QUEBEC — PARLIAMENT BUILDINGS.



THE SECOND LARGEST CITY IN CANADA: TORONTO — THE ONTARIO PARLIAMENT BUILDINGS AND QUEEN'S PARK.

Photos, Underwood and Underwood.

Its extensive forests have built up a great trade in lumber, while the sea and river fisheries, though yielding £2,000,000 a year, are capable of greater development.

geographical relation to Western Canada, is destined to become the great port of the Pacific coast.

In so brief and hasty a survey it is impossible to do more than outline the salient features of the Great Dominion, so vast in its extent, of such infinite variety, and of so incalculable potentiality. Its progress in the last decade has been amazing; but, great as that has been, it is no more than an indication of the development which the next decade, and still more this century, will witness. To take the wheat production, this has risen from a mere 42,000,000 bushels in 1891 to 165,000,000 bushels in 1909. The needed population is pouring into the country, and with the energy and enterprise of the young nation that it is, Canada has set herself to the development of the inestimable wealth of her natural resources. With territory the size of Europe, Canada has yet but a population of some 7,000,000, or scarcely more than that of Belgium. It was with a population of that size that the United States entered the nineteenth century, and, marvellous as was the development achieved by the Republic in that era, not less, but greater, will be the progress of Canada in this the twentieth century.



THE CITY WHOSE CAPTURE BY WOLFE MADE CANADA BRITISH: QUEBEC — A VIEW FROM LEVIS.

Photo, by Courtesy of the C.P.R.

discovery of gold which first attracted attention to this Province, and its minerals, including gold, silver, lead, copper, and coal, exceed £4,500,000 worth per annum.

Its mild and equable climate, together with fertile soil, favour horticulture and agriculture; while Vancouver, by reason of its magnificent natural harbour and its

With no blind faith in destiny, but in reliance on the energy, the initiative, and endurance of her peoples, Canada will achieve the greatness that shall be hers.

HARNESSING THE RIVER ST LAWRENCE.

LIKE in the industrial and social sphere, one of the greatest necessities of modern life is the cheap and plentiful supply of electric power. With its great rivers, Canada is richly endowed with the resources for electric power, and one of the most interesting and important developments of recent years is the scheme for the erection of works at St. Timothée, Quebec, on the Beauharnois Canal, for the supply of electric light and power for the city of Montreal.

Having acquired by lease the Beauharnois Canal, which runs from above the Coteau Rapids on the St. Lawrence River to a point below the Cascade Rapids on the same river, the Canadian Light and Power Company will complete, early in the spring of the present year, the erection of the first instalment of its hydro-electric plant. At Valleyfield, the waters of Lake St. Francis are led into the canal, which, some six miles lower down, turns at right-angles into the reservoir (see Illustration) where the plant has been erected. After passing through the turbines, the water flows into the St. Lawrence. The powerhouse is built of reinforced concrete, and the turbines installed are by Messrs. Morgan, Smith, and Co., of York, Pennsylvania; and the dynamos by the Allis-Chalmers-Bullock, Limited; while the engineering, as a whole, is being carried out by Messrs. J. G. White and Co., Consulting Engineers, of London and New York.

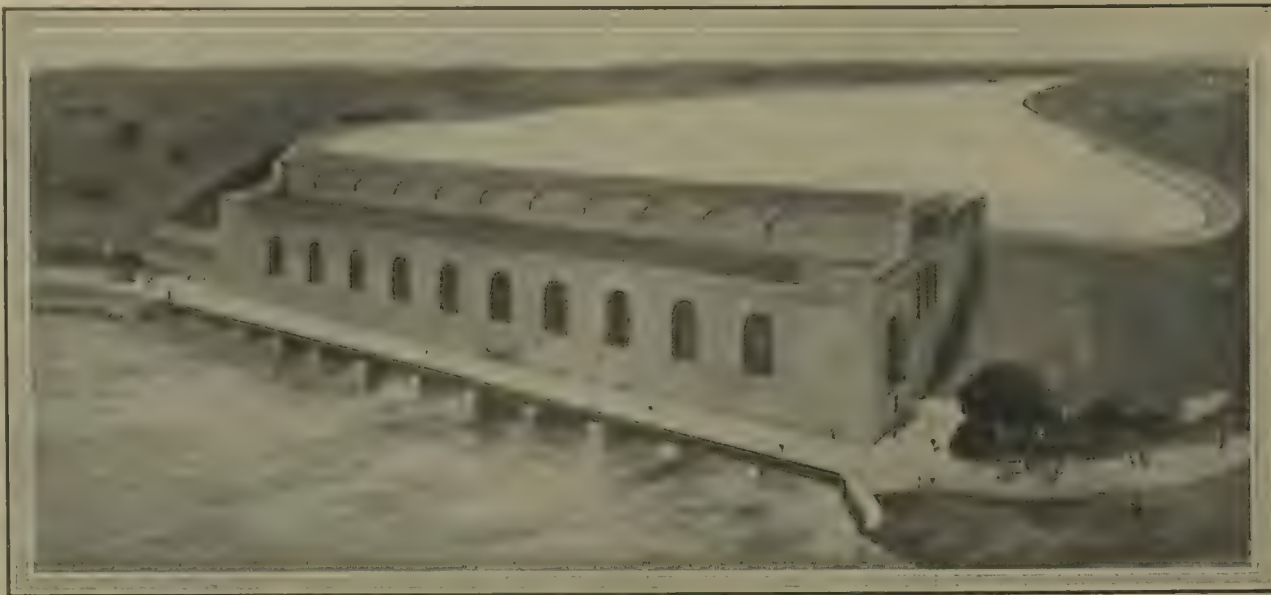
This work consists in the development and adaptation of the natural resources to hydro-electric purposes, the canal being deepened and led into a reservoir nearly half a mile in length, with a capacity of nearly 240,000,000 gallons of water, which provides that when additional power is required, the setting in motion of the necessary machinery will not so lower the level of the

water as to lessen the power of the turbines already in operation. The full development of this hydro-electric station will be, according to the engineer's report, about 250,000 h.p., of which 150,000 h.p. will be derived from the canal and about 100,000 h.p. from the Cedar Rapids at this point. The work now in course of completion provides ultimately for a development of 75,000 h.p., of which only 30,000 h.p. is intended to be immediately

Power Company has been contracted for, so that the success of the enterprise is assured beforehand, while other developments call for a speedy completion of the whole scheme. Last summer control of the Montreal Street Railway Company was secured; the Canadian Light and Power Company will be called on to supply some 20,000 h.p. now used by that corporation, whose needs, with the growth of Montreal, will soon be increased

by 5000 h.p. or 10,000 h.p. With an eye to the future, the Canadian Light and Power Company has purchased land to the amount of 14,000,000 square feet, adjoining the Power Station at St. Timothée, and already negotiations are proceeding for the erection there of factories which will draw their motive power from the generating station. A further utilisation of the Company's power is contained in the announcement that the Grand Trunk Railway is about to electrify its lines running into Montreal.

Alike from the point of view of the engineer, the business man, and the investor, the enterprise is of compelling interest. The mere natural growth of Montreal, not to add its industrial development, provides more than ample scope for the business of the Canadian Light and



ERECTED FOR THE SUPPLY OF ELECTRIC LIGHT AND POWER TO MONTREAL: THE POWER-HOUSE OF THE CANADIAN LIGHT AND POWER COMPANY AT ST. TIMOTHÉE, QUEBEC.

The Company will eventually be able to develop from 200,000 to 250,000 h.p. It has been arranged that the first 30,000 h.p. should be ready for delivery during the spring of this year, and this had been contracted for by manufacturers in and around Montreal. It is anticipated that another 50,000 h.p. will be ready for delivery within the next eighteen months or so.

utilised. Power will be conveyed to Montreal along the right-of-way of the New York Central Railway by heavy copper cables supported on steel towers, the St. Lawrence River being crossed just below the Canadian Pacific Railway bridge at Lachine, in two spans of over 1700 feet long each, a massive concrete pier having been constructed in the centre of the river to support the steel tower on which the cables are suspended.

Already the whole of the power generated by the first instalment of plant laid down by the Canadian Light and

Power Company. The Montreal Securities Corporation, Limited, of which Mr. H. R. Swenerton is Manager, has been identified with the securities of the Company from its inception, and consider it to be one of the best Canadian securities that has ever been offered to British investors in recent years. To carry out the acquisition of the control of the Montreal Street Railway Company by the Light and Power Company (securing to the latter a most valuable customer for power) it is proposed shortly to issue Debentures which should form a most attractive security.

MEN WHO COUNT IN THE DOMINION: CANADIANS OF NOTE.



1. MR. WILLIAM LENNY GRIFFITH,
Permanent Secretary,
Canadian High Commissioner's Office in London.

2. MR. WILLIAM DUNCAN SCOTT,
Superintendent of Immigration.

3. MR. AUGUSTUS MEREDITH NANTON,
Of Messrs. Osler, Hammond, and Nanton, Vice-
President of the Great West Life Assurance Com-
pany, Managing Director of the Alberta Railway
and Irrigation Company, and Director of other
well-known enterprises.

4. SIR THOMAS GEORGE SHAUGHNESSY,
Chairman and President of the Canadian
Pacific Railway.

5. MR. DAVID McNICOL,
A Vice-President of the Canadian Pacific Railway,
and in Charge of the Eastern Lines.

6. MR. WILLIAM WHYTE,
A Vice-President of the Canadian Pacific Railway,
and in Charge of the Western Lines.

7. MR. CHARLES MELVILLE HAYS,
President of the Grand Trunk Railway.

8. MR. A. W. SMITHERS,
Chairman of the Grand Trunk Railway.

9. SIR WILLIAM MACKENZIE,
President of the Canadian Northern Railway.

10. LORD STRATHCONA AND MOUNT ROYAL,
High Commissioner for the Dominion
of Canada.

11. SIR EDWARD CLOUSTON, BT.,
General Manager and Vice-President of the Bank
of Montreal, and President of the Canadian
Bankers' Association.

12. THE MOST REV. SAMUEL PRITCHARD
MATHESON,
Archbishop of Rupert's Land and Primate
of All Canada.

13. MR. F. WILLIAMS TAYLOR,
London Manager of the Bank of Montreal.

Photographs by Gauvin, Gentzel, C.P.R., Notman, Elliott and Fry, and Sanderson.



REAPING THE ABUNDANT HARVEST,
CUTTING THE OATS.

"CUNCTI ADSENTI"

If those well-known words are translated by the colloquial, not to say familiar phrase "Let 'em all come," it would appropriately represent the invitation which Canada has extended to the world in general and to the sons of Great Britain in particular. It is no ordinary invitation which is thus held out, for with it is practically included an offer of no fewer than 460 acres of as fine land as the heart of a resolute man can desire, on the by no means onerous conditions of three years' residence, the cultivation of a

for the farmer to make a profit out of the land, and defol tales are told of agricultural depression, reinforced by such facts of falling acreage devoted to the cultivation of cereals as are furnished by figures showing that, last year, nearly 15,000 fewer acres were devoted to wheat-growing than in the year before. The actual figures were in 1910 1,808,838 acres, and in 1909 1,823,490 acres.

Against the British apathy to the advantages of the Canadian offer must be set the alacrity displayed by the people of the United States. Realising the golden opportunities which Canada presents to the settler, no fewer than 90,000 Americans removed during 1909 from their homes in the United States to make new homes in Canada, and nearly all of them did so to take advantage of the offer of the free farms made by the Canadian Government.

The result is that over 6,000,000 acres were given away in that year, while last year the area of the farms thus presented to newcomers amounted to 7,000,000 acres, or the equivalent of seventeen contiguous Scottish counties, or the whole of Scotland south of and including Perthshire.

The result of this great incursion of settlers is shown in the remarkable way in which the area under wheat, one of the chief crops of the country, increases. It goes up, not gradually, but by leaps and bounds—the last jump being over 1,500,000 acres in a year. Thus, in 1909 the area in wheat was 7,741,000 acres; in 1910 it was 9,255,000 acres, and, since 640 acres make a mile, this increase in the wheat acreage alone represents an area of over 2,300 square miles.

When it is remembered that the average crop of wheat per acre, for good, bad, and indifferent farming, is twenty bushels, which, at 3s. 6d. per bushel, represents £3.10s. an acre, of which £1.18s. is profit, after paying all expenses for ploughing, harrowing, seeding, cutting, binding, stooking, hauling, and threshing, and, in addition, the paying of five per cent. interest at £4 per acre, the gross value of the produce of this new acreage alone for a single year amounts to nearly £3,000,000 sterling. The agriculturist, the man with strong muscles and a perception of the possibilities to be derived from the land, who is not afraid of working hard, must see in these facts the chance of a life in which his industry will receive its

full reward. One essential he must have: he must have brains to think and be willing to use them, make the most of the chances which constantly unfold themselves before him. The man who is not wanted in Canada is the man who lacks initiative and self-reliance; who needs to be helped and, as the saying is, wants to have his food put into his mouth before he can eat it.

Next to the agriculturist, the country has most need of domestic servants and those who want to go in service, provided they are willing to recognise the conditions under which life has to be lived, and are not afraid of them. For such people there is always plenty of work at wages which make the average European rate of pay seem insignificant. Those who

or rather less than that of Belgium. At the beginning of the nineteenth century, 7,000,000 was about the population of the United States. To-day, that population has increased to 90,000,000. In considering this point, Sir Wilfred Laurier not long ago drew a happy comparison between the two great portions of North America. It was to the effect that as the nineteenth century was the century of the United States, so the twentieth century will be the century of Canada, and the progress and development of the Northern half of the continent will be as wonderful during the next hundred years as the development and progress of the Southern portion were during the last. In nothing has the popular mind been more mistaken

Still, the climate is bracing and healthful and eminently suited to the fullest development of British people.

So far as the material means of existence go, no one can possibly have any cause for complaint. The farmsteads, as the illustrations on these pages show, are as comfortable as can be found in any part of the United Kingdom, while the cattle-sheds are no less well suited to their purpose. It is impossible for anyone to look, however cursorily at the illustrations without being struck with the wonderful luxuriance of the land. The farms come right up to the very doors of the house in one case, and touch the very edge of the prairie in the other. This latter characteristic is shown with striking vividness in the hop garden, where the regularity of the poles and the clear atmosphere suggest a picture Hobbe-
ma might have loved to paint.

Further impressions of the luxuriance of the land are to be obtained in the pasture scene, where the natural hay crop reaches above the stomach of the calf, and the cows are more than knee-deep in its succulent herbage; as well as in the scene of the wheat-field, which presents an unbroken surface of grain, save for the trail through which the wagons are being driven. The clarity of the atmosphere, to which reference has been made, is equalled by the clarity of the water of the lakes which abound in certain parts of the country.

Thanks to the constantly increasing mechanical improvements which are so conspicuous a feature of farming on the other side of the Atlantic, one man thinks nothing of ploughing with two horses, thus doing the work which

two men would do in England. It will be noticed that the man has the reins round his body, thus leaving both hands free to guide the plough. Similarly, by means of the mechanical binding-machine, one man reaps and binds the grain without any trouble. A girl could do it with equal ease. As all work and no play makes Jack a dull boy, whether he is Jack at home or Jack abroad, it is worth mentioning that there are great opportunities for hunting. Many game animals abound, like the elk shown in one illustration, for much of unexplored Canada is a vast natural "Zoo." However great are the advantages for residence which a country offers, an essential factor in advancing the

than in the view it holds of the geographical position of Canada. Impressed with Mr. Kipling's phrase "Our Lady of Snows," people seem to believe that most of Canada lies within the Arctic Circle. As a matter of fact, the fiftieth parallel of latitude, which runs through Land's End, also runs through Winnipeg. A large part of the Dominion thus lies much farther South than does England. Seeing how great is the extent of the country, and that it stretches from the Atlantic to the Pacific, there is, necessarily, a wide range of climate. Except on and near the coasts, summer is generally shorter, warmer and drier, the winter longer and colder, but more free from moisture, than in corresponding European latitudes.

whom there is less demand are the mechanics and tradesmen, although there is no doubt that if they possess the necessary sturdiness of character, they will find more opportunities for making a financial success and for the future success of their children, than they possibly could in the more crowded conditions which prevail at home. That this must be so is evident when the size of the country and the relative sparseness of the population are taken into consideration.

The area of Canada is 3,500,000 square miles about the same as that of the United States and nearly equal to that of the whole of Europe. In this vast country there is a population of nearly 8,000,000



SUGGESTIVE OF AN ENGLISH FARM IN SUMMER, ON A CANADIAN DAIRY-FARM.



PASTORAL LIFE IN THE DOMINION, HAY-MAKING NEAR KNOWLTON.



LIKE A MAGNIFIED KENT, AND EVEN MORE CHARMING, A CANADIAN HOP-GARDEN.

but from mineral and other deposits which are not now available because they cannot be reached economically. It is thus apparent that there is a great field for earnest, steady, resolute settlers in the country. Such men are received with more than a welcome, for, as the Canadian Minister of the Interior remarked not long ago, "There is only one thing we ask of every man who comes to Canada—that he shall succeed." He has provided in London, at 11-12, Charing Cross, an Assistant Superintendent of Emigration to advise all inquirers.



FRUIT FOR HOME CONSUMPTION AND FOR THE WORLD, A BEAUTIFUL CANADIAN ORCHARD.

certain portion, and the payment of a fee of £2. Out of that plot any man may, with industry and perseverance, lay the foundations of something more than a competency, if not of actual wealth, in the course of a few years. That more sons of Britain have not accepted the offer or seen the possibilities which it opens up to them must be accounted to them as that form of unrichteousness which is known as short-sightedness, if not stupidity. On all hands, at home, we hear how impossible it is



AN ARCADIAN SCENE ON A CANADIAN HOMESTEAD, FINE CATTLE AND SOME SHEEP ON NATURE'S WILD PASTURE.



THE LUXURIANCE OF THE LAND, SHEAVES IN AN ENORMOUS WHEAT-FIELD.



DRIVING BETWEEN WEALTH, PASSING BETWEEN GREAT FIELDS OF WHEAT.



UNEXPLORED CANADA'S VAST HUNTING-GROUND, A NATURAL "ZOO," A MAGNIFICENT ELK.

TRAFFIC IN "THE SUPPLY-CITY OF WESTERN CANADA"

HOWEVER great may be the importance of a city with regard to other cities and countries outside its boundaries, this consideration fades into comparative insignificance when weighed against the conveniences it offers for the easy, comfortable life of its inhabitants. To nothing does this consideration apply with greater force than to the means it affords for rapid transit from one part to the other. In this respect, Winnipeg holds one of the foremost places in the Dominion, for there are few cities in Canada which can boast a street-railway system equal to that enjoyed by what has been called "the supply-city of Western Canada." Indeed, it has not inaptly been described as the perfect model of what a public service of the kind should be. Not only has it extended its lines in conformity with Winnipeg's rapid growth, but it has also, in great measure, anticipated the increasing needs of the population. It has thus rendered an efficient service to the city's expansion in all directions, for it runs to Selkirk, a distance of twenty-three miles in one direction; to Headingly, fifteen miles away in another direction; and to St. Vital, six miles off, in a third. The remarkable thing about it is that comparatively only a few years ago the population of Winnipeg was hardly sufficient to justify the installation of a single line of street railway. How that population has grown within the decade of the new century is shown by the following figures. In 1902 there were 48,000 people in the city, while last year the number rose to 140,000, with an additional population of 20,000 in the suburbs.

The history of the development of the electric railway is as remarkable in its way as that of the city itself. At first the inter-urban traffic was undertaken by horse-trams, the wheels being taken off during the winter and "runners" substituted, so that they were converted into sleighs. The streets at that time were unpaved, and when the snow melted the passengers had to wade knee-deep through the mud to get on the cars, which travelled over very rough tracks. Things were conducted in this primitive way for a few years. Then, while London was slowly awakening to the fact that electricity was to furnish the great motive and light power of the world, there was an agitation in Winnipeg for electric railways. A difficulty, however, arose, for the Horse Car Company which ran the trams considered that it had the monopoly of the tram lines in the city for a period of twenty years. In the face of that claim it was necessary to find men bold enough to attack the monopoly. Several threw themselves with characteristic zeal into the battle. Prominent among them were Messrs. Mackenzie and Mann, who associated with themselves Sir William Van Horne, then President of the Canadian Pacific Railway; Mr. N. B. Angus, now President of the Bank of Montreal; Mr. William White, Vice-President of the Canadian Pacific Railway at Winnipeg,

and a number of others. They made a proposition to the City Council to install an electric railway service and to fight the monopoly question in the Courts. The proposal was accepted. The lines were laid and put into operation. As the Horse Car Company had two lines and the Electric Railway Company also required two, there were four sets of lines on Main Street. As Main Street is the widest street in Winnipeg, possibly the widest street in Canada, being a hundred and twenty feet from kerb to kerb, it permitted the laying of the four tracks without interfering with the ordinary vehicular traffic. The franchise for this railway was obtained by Mr. George H. Campbell, who is now living in London, and he took a leading part in

confirmed. It was in this way that the monopoly in Winnipeg was broken. The Horse Car Company then reduced its fare to one cent (3d.), instead of five cents for a ride over any distance. And for two or three months it had naturally an enormous boom, although it was impossible for it to make money at the price. Then the electric line met the one-cent rate of the Horse

Car Company, and that settled the question. The Horse Car line sold out to the Electric Company and the rates were restored to the normal price of six tickets for a shilling, a concession being made to workmen of eight tickets for a shilling between the hours of 6 and 8 a.m., and 5 and 7 p.m. The Horse Car tracks were then removed from the streets, and the electric lines were extended to a number of streets in the city, and a belt line, traversing the entire central portion, was laid.

One of the unique features of the electric service in Winnipeg was that it inaugurated a system of open trail cars—i.e., that one motor-car was able to haul not only its own load, but several additional cars on the level streets of the city. It was not uncommon for seven trailers, containing 350 people, to travel together in this way. This feature of trailers, inaugurated first in Winnipeg, was adopted subsequently by many of the American cities, where the streets were level enough to permit it. At the time of the installation, and for several years after, steam power was used to generate the electricity, coal being exceedingly expensive in Winnipeg. This made the working of the service expensive to the Company. Within the last few years, however, the Company has developed very valuable water-power on the Winnipeg river, some forty miles east of the city, and has brought the electric current into the city by heavy transmission lines. The result is that now all the railway service is moved by electricity generated by water-power. This power plant was installed at a cost of over £600,000, and it furnishes some 20,000 h.p. to drive the street cars, to supply electric lighting, and furnish power to certain factories; while it has still a surplus of some 8,000 h.p. for sale.

The growth of the traffic has been extraordinary. In 1900 under 750,000 passengers were carried. In 1904 the passengers numbered 9,500,000, while three years later the number was, roughly, 21,000,000, and, in 1909, 26,000,000. The gross earnings have naturally risen in a similar way. In 1900 they were 28,000 dollars; in 1904 they were 832,000 dollars; in 1907 they were over 1,700,000 dollars; and in 1909 they reached 2,600,000 dollars. The cars are models of comfort and convenience, while every consideration is paid to its employees by the management of the Company, which takes a pride in the fact which has been strikingly

superb municipal of its street railway system."



THE BANKING SECTION OF MANITOBA'S CAPITAL: THE CORNER OF MAIN STREET AND PORTAGE AVENUE, WINNIPEG.

Winnipeg has a particularly remarkable history, for it has grown to its present great proportions and position since 1870. Until that date it was no more than a trading station of the Hudson Bay Company, known as Fort Garry. The cultivation of wheat, especially, is responsible in large measure for its rapid rise.

forming the company to work it. As soon as the electric line was in operation the Horse Car Company took action in the Courts to stop its rival under its monopoly laws. The Manitoba Courts, however, decided

vice is moved by electricity generated by water-power. This power plant was installed at a cost of over £600,000, and it furnishes some 20,000 h.p. to drive the street cars, to supply electric lighting, and furnish power to certain factories; while it has still a surplus of some 8,000 h.p. for sale.



POWER FOR WINNIPEG'S ELECTRIC STREET-RAILWAY: THE INTAKE CONTROLLING WORKS ON THE WINNIPEG RIVER.

Winnipeg, "the supply-city of Western Canada," has an electric street-railway system that may well be called remarkable, especially when the comparative youth of the city is remembered. When London was slowly awakening to the fact that electricity was to provide the great motive and light power of the world, Winnipeg was already agitating for an electric railway. A monopoly was fought, and an electric tram service was established. Now, this carries some twenty-six million passengers a year. The water-power is developed on the Winnipeg river, some forty miles east of the city.

in favour of the electric line. The Horse Car Company appealed to the Privy Council in London, but lost its case, the decision of the Manitoba Courts being

expressed in the words "Of all its auxiliaries, Winnipeg is most proud of its street railway system."

SIGNS OF THE DOMINION'S GROWTH: GREAT CITIES OF CANADA. PLACES FAMOUS THE WORLD OVER.



1. THE CITY THAT HAS GROWN FROM SHACKS TO SKY-SCRAPERS IN TWENTY YEARS: VANCOUVER, SEEN FROM STANLEY PARK.
2. ONE HUNDRED AND TWENTY-TWO YEARS OLD AS A BRITISH SETTLEMENT; TWO HUNDRED AND THIRTY-SEVEN YEARS AS A FRENCH: KINGSTON; AND ITS DOCKS.

3. SEVENTH IN POPULATION OF THE PRINCIPAL CITIES AND TOWNS OF THE DOMINION: HALIFAX—ITS HARBOUR.
4. VISIBLE SIGN OF THE GROWTH OF ALL CANADA: THE TINY OLD TOWN HALL AND THE FINE NEW ONE OF CALGARY.
5. THE GREATEST GRAIN MARKET IN THE BRITISH EMPIRE: WINNIPEG—ITS CITY HALL AND MARKET BUILDING.

6. A MOST BEAUTIFUL AND PROSPEROUS CITY: HAMILTON—THE ROYAL HAMILTON YACHT CLUB'S HOUSE.
7. FOUNDED AS A FRENCH TRADING POST IN 1719: TORONTO—YONGE STREET, LOOKING SOUTH.
8. FIFTH CITY IN CANADA AS A MANUFACTURING CENTRE: LONDON—RICHMOND STREET, LOOKING NORTH.

No things better emphasise the growth and the modernity of Canada than do the Dominion's great cities and towns. The vast farms are a splendid indication of prosperity, but have not, of course, the suggestion of "bigness" that belongs of right to the dwelling-places of many thousands. Those few unenlightened people who are still apt to think of Canada as a huge prairie should remember that, although her proportion of population is 1'72 to the square mile as against England and Wales's 558, the latest available figures give the populations of her principal cities and towns as: Montreal, 267,730; Toronto, 208,040; Quebec, 68,840; Ottawa, 59,928; Hamilton, 52,634; Winnipeg, 42,340; Halifax, 40,832; St. John, 40,711; London, 37,981; Vancouver, 26,133; Victoria, 20,816; Kingston, 21,961.

Photographs Nos. 1 and 4 by Courtesy of the Canadian Pacific Railway; Nos. 2, 3, and 6 by Courtesy of the Commissioner for Emigration for Canada; No. 5 by Steele and Co., Winnipeg; Nos. 7 and 8 by Courtesy of Canada's Grand Trunk Railway System.

A STORE FOR ALL CANADA.



THE LATE MR. TIMOTHY EATON,
FOUNDER OF THE GREAT ENTERPRISE.

CANADA, with her vast territory, great mountains, sweeping prairies, wide rivers, and incalculable natural resources, is also not without immensity in her social institutions. The T. Eaton Company, of Toronto, can claim that their stores are the greatest in the British Empire. Throughout Canada the name of "Eaton's" is all-pervasive. You hear it at Halifax or St. John in the first conversation with a "Blue Nose" about the supply of some household or personal need. On reaching Canada from the East you find "Eaton" a familiar name in Prince Rupert, the youngest city on the Pacific seaboard.



THE APPLICATION OF ART TO COMMERCE: MAKING PROCESS BLOCKS USED IN THE T. EATON COMPANY'S CATALOGUES AND ADVERTISEMENTS.

well-equipped printing and photo-engraving plant for printing the Eaton catalogues, circulars, sales-books, stationery, etc., and is so organised that 30,000 catalogues can be mailed each day. That the Company secured the Government contract for printing and binding the School Readers for the Province of Ontario in 1909 is a notable tribute to the excellence of the equipment in their printing plant.

That the Company has its own buying offices in London, Manchester, Paris, Berlin, and New York is indicative not only of the vastness of its business, but also of that

economy in buying direct from the producer that enables it to offer the highest value at the lowest prices.

There is, perhaps, no more significant fact about the vastness of the Eaton Store at Toronto than that special guides are provided to escort visitors who desire to see the business in all its ramifications. Some features of particular interest are the waiting-room, equipped with writing-tables and comfortable chairs and couches; a public nursery for the children of customers; and an emergency hospital, with a nurse in attendance to render aid in case of accident or sudden illness.

In addition to the Eaton store at Toronto, there is the Western branch, already mentioned, at Winnipeg, where the Company opened a store on July 15, 1905, in order to cope with its enormous growth of Western business. This store has steadily increased in trade and dimensions, and,

indeed, now employs some three thousand persons.

No account of the Eaton Company would be complete without mention of the Eaton Athletic Association, which is a unique organisation of the firm's employees. During the spring and summer of last year, the E.A.A. lacrosse team won the Intermediate Championship of the C.L.A., being the first Toronto team to win this honour in eighteen years, and became Champions of Canada.

MR. J. C. EATON,
PRESIDENT OF THE HUGE STORE.



WHERE 10,500 PEOPLE ARE EMPLOYED: THE HUGE T. EATON COMPANY'S STORES AND FACTORIES IN TORONTO, THE HEADQUARTERS OF THE ENTERPRISE.

No fewer than 10,500 people find work at the firm's stores and factories in Toronto. The floor space there is thirty-three acres, and every inch of it is a scene of admirably organised energy.

All Canada is the trading area of the T. Eaton Company. In Winnipeg the Western branch of the Eaton Store occupies seventeen acres of floor-space. In Toronto, the headquarters of this gigantic firm, the phalanx of buildings (shown in one of our Illustrations), comprising the great store and its adjoining factories, occupies thirty-three acres of floor-space, and employs 10,500 people. Again, in Montreal and at Oshawa, Ontario, are Eaton factories, the former of which alone employs 1000 people.

That Eaton's is truly "a store for all Canada" is apparent at the threshold, where Miladi steps from her smart motor-brougham and passes through the doorway elbow to elbow with a woman carrying a child, where the substantial-looking business man follows the touselled schoolboy, and the society girl rubs shoulders with the student, and where the great band of average people go in and out from 8 a.m. to 5 p.m.

Some idea of the immensity of the business may best be realised by statistics: There are over 325 telephones constantly in use, while thirty-one miles of pneumatic tubes transmit the cash from the counters to the sixty-two cashiers. Forty-four elevators, besides a moving stairway, 295 horses, and 142 wagons, are required to deliver merchandise.

The lunch and grill rooms are capable of serving 6500 people daily, the staff comprising 290 chefs, cooks, bakers, and waitresses. The store has two farms—at Islington and Georgetown—which supply cream to the lunch-room, which, with the butter-making plant, absorbs the supply of 800 other shippers who send their products to Toronto. The millinery workrooms employ between 100 and 230 hands, according to the season.

The engine-room has nine boilers with an aggregate of 4900 horse-power, and twelve modern engines which generate the electric power for running the factory machinery, lighting the store and factories, for running the elevators and operating the automatic-sprinkler system in case of fire. This plant is now supplying electricity to 550 lamps and 12,000 incandescent lamps, besides power to about 360 motors, ranging in size from $\frac{1}{4}$ to 60 horse-power. The store has its own large,



SCIENCE IN BUSINESS: IN THE MARCONI WIRELESS-TELEGRAPHY ROOM AT THE STORE.

At football the E.A.A. team were runners-up in the Toronto League, while the E.A.A. baseball team won the championship of its league. For the encouragement of physical culture among employees of the firm, Mr. J. C. Eaton has purchased for this purpose athletic grounds just outside the city.

Confronted by so colossal an institution as the Eaton Company, one turns to inquire of the origin and the originator of such an achievement. It has been well said that a greater merchant than Timothy Eaton never lived in any age or any country, and that the business remains an enduring monument to the ability, the industry, and the wisdom of its late President.



THE BRANCH IN THE COMMERCIAL CENTRE OF MANITOBA: THE T. EATON COMPANY'S STORE AT WINNIPEG. Nearly three thousand workers find employment in this branch, which has seventeen acres of floor space. Its position, in the commercial centre of Manitoba, is, obviously, excellent and valuable.

Timothy Eaton was born at Clogher, near Ballymena, in the county of Antrim, Ireland, in the year 1834. He was the youngest of the nine children of John Eaton and Margaret his wife, who were both of Scottish descent, their ancestors being among those who established the plantation of Ulster in the seventeenth century. Within a month of Timothy's birth occurred the death of his father, who was a farmer. As the elder children were nearing manhood, the family remained in comparative comfort, and Timothy was given the best education afforded by the National School at Ballymena. When sixteen years of age, his mother apprenticed him to the leading draper in Portglenone, a small town twelve miles from Clogher. His work extended from early morning until late at night for the small sum of one hundred pounds and a suit of clothes for the five years' apprenticeship, supplemented, as a special token of his employer's regard, by a silver watch. But the lad bravely carried out his work and his desire to learn sound business methods. So tireless and intelligent a worker did he prove himself, that while still an apprentice he was entrusted by his employer with the all-important work of buying stock for the shop. From these early experiences there also sprang that intimate sympathy for his workers which distinguished Mr. Eaton. Of his efforts for bettering the conditions of shop-workers, the crowning benefit was the shortening of hours of labour by closing his great store at five o'clock daily and at one p.m. on Saturday during the summer months, and this reform was doubtless inspired by Mr. Eaton's memory of his early days as a draper's boy at Portglenone.

Completing his apprenticeship in 1857, young Timothy Eaton emigrated to Canada, following the example of his two elder brothers. At first he found employment in a little country store in Glen Williams, but later in the same year he opened a business for himself at Kirkton, a neighbouring village, from which he moved in 1859 to the larger town of St. Mary's, Ontario, where he joined his brother in what was, at that place and time, a large general store. It was here that Timothy Eaton became particularly impressed with the wastefulness of the credit system, and of bartering dry goods and groceries for farm produce with farmers.

Nine years later, Timothy Eaton came to Toronto, having accumulated sufficient capital to start for himself in a place where conditions were more favourable to the establishment of a cash business. Here his system of buying and selling for cash speedily began to bear fruit; his business became firmly established and grew steadily, so that its expanding patronage and enterprise have raised it to its present position among the great stores of the British Empire. The conducting of the business on a cash basis

represented not only the desire for larger profits, but the desire to sell more cheaply. This Mr. Eaton made possible by buying, as well as selling, for cash—which, in turn, eliminated expenses in booking, while the former removed all losses through bad debts. His genius for organisation showed itself in the con-

there was instituted that most incontrovertible proof of fair dealing—instant readiness to refund the money of a dissatisfied customer, whether the goods were purchased in the store or by mail.

The great benefit rendered by Mr. Eaton to social conditions in general was signalled by the shortening of the work hours of his employees. The early-closing movement stood as the practical expression of one of his dearest ideals—namely, that some day in the far future the store would be closed on Saturday in order that his employees might have that day for recreation and Sunday for religious instruction and worship. He lived to see his business approach as closely to this ideal as has so far been found possible. Every day the Eaton Store closes at five p.m. and on Saturdays at one p.m. during the summer months. To relieve the rush incidental to this early closing on Saturday he set aside Friday as a "bargain" day, and so induced the public to do the greater part of its purchasing on Friday.

In 1891 Mr. Eaton formed the business into a joint-stock company, in which he retained the controlling interest. Its initial capital of 500,000 dollars was raised in 1905 to 1,000,000 dollars. Mr. Eaton was also a Director of the Dominion Bank.

Keeping in close social touch with his employees, the great merchant for many years entertained the staff at his home for Christmas or New Year's festivity, and, later, when the increasing number of employees rendered this impossible, an annual dinner was held in the store, no other place of sufficient size being available.

In private life Mr. Eaton's kindnesses and benevolences were many and widespread. His marriage to Margaret Wilson Beattie was an ideal union. Eight children were the offspring of this marriage, and Mr. John C. Eaton has succeeded his father as President of the Company. As a Methodist, Mr. Eaton founded Trinity Church, one of the

largest and most beautiful in Toronto, acting as one of its board of trustees, and took a practical interest in all charitable and philanthropic work.

"To Timothy Eaton," said the *Toronto Telegram* at the time of his death, on Jan. 31, 1907, "more than to any other man, living or dead, is due the high rank that Canada has achieved among the shopkeeping nations of the earth."

And the *Toronto Globe* said, on receipt of this news: "Mr. Eaton's name stands forth as that of a great commercial

organiser, with keen discernment as to the needs of the public, and executive capacity to direct and control an extensive and complicated business enterprise. But it stands forth with far greater distinction as that of a man of strict integrity, who carried into his business the highest principles of business morality, and whose success was an elevating force throughout the wide field of his commercial and personal influence."



INDUSTRY IN A HIVE OF INDUSTRY: PACKING GROCERY AT THE GREAT STORE.

The staff in this department, like those of the innumerable other divisions of the business, is always busy. The small percentage of mistakes made is a cause of justifiable pride.

centration of various branches of business, and by undertaking the manufacture of goods for his store, so that the minimum of time, energy, and money went to their sale and distribution at Eaton's. Progressive and ever striving for new advances, Mr. Eaton's methods had, nevertheless, no place for speculation; and by careful forethought, aided by his faculty of rare foresight, he was always reasonably assured of successful results before commencing any new departure; while his clear, simple honesty guarded him



IN THE HEART OF THE GREAT BUSINESS: A SECTION OF THE STORE.

That Eaton's is truly "a store for all Canada" is apparent at the threshold, where people of all classes, from the most fashionable to the comparatively poor, meet. Inside, the point is equally demonstrated.

against any venture which might discredit his integrity. The outcome of his keen foresight and his marvellous executive force was not only the making of his prices "right," and the representing goods exactly as they were, and the pricing of them at the same figure for all classes of customers, but his policy also resulted in revolutionising the business methods of Canada.

Instead of forcing goods on unwilling customers,



RECREATION FOR THE WORKER: A FIELD DAY OF THE EATON ATHLETIC ASSOCIATION AT THE STADIUM, HANLAN'S POINT, TORONTO.

The athletic energies of the employees are well studied, and the Eaton Athletic Association is a unique organisation of the firm's workpeople. Its successes have been numerous. For instance, last year the lacrosse team won the Intermediate Championship of the Canadian Lacrosse Association, thus becoming Champions of Canada. They were the first Toronto team to win this honour for eighteen years; the football team were runners up in the Toronto League; while the baseball team won the championship of its league.

SMITH (NOVELIST) AND JONES, M.P., IN CANADA.

SMITH and Jones are two inseparable who came to me the other day for advice. Smith is a novelist who wishes to get local colour for his next masterpiece, while Jones is a young M.P. who feels he does not know much about the Reform and the British Empire. "Look here, old fellow," said they, "you've been in Canada and know the ropes. Can't you tell us how to see the place—say, in two months—in an intelligent sort of way, not sitting all the time in railway-trains and hotels? We want to be able to think when we come back that we have not just been trippers."

"All right," I said: "when do you mean to go?"

places mentioned in the guide-books. I send them to the C.P.R. official at Windsor Street, who fixes up guides for fishing trips, and would thereupon send a wire to some such sporting camp as that kept by Martin Penton at Pickering Landing on the French River. "C.P.R.," I may explain, is the pet name by which Canadians know the Canadian Pacific.

On Tuesday morning they would start for Ottawa, where Jones, M.P., of course, has further introductions. Probably everyone in Ottawa is on holiday, so after a flying visit to the Houses of Parliament, they can go on to Toronto.

I give them a day at Toronto and a day at Niagara Falls. To see Toronto they hop on one of the "Seeing Toronto" automobiles, and have their minds improved with information about the buildings they see and the men who live in them. The afternoon they would spend in the busy streets and visiting the giant stores, such as Eaton's. At night a theatre or a round of the moving-picture halls.

There are many ways of going to Niagara, one of the pleasantest being by steamer to a landing-stage, where one joins the Niagara Gorge Railway. Nothing could more emphasise the real grandeur of Niagara than the statement that in spite of its being the spot most overrun by tourists in America, it is still worth seeing. In order to realise the immensity of this fall, Smith and Jones should board the *Maid of the Mist*, make that ironless passage under the American fall, and visit the great Power House. Probably they would decide to see Niagara by moonlight, and postpone their return to Toronto till morning. On Friday they would be in Toronto, buying tackle and outfit for a fishing and camping trip on the French River. Here black bass and maskallonge lie waiting for them. For tackle I have recommended two light Bristol rods and the stoutest line they can buy; also minnows and spoon-bait, a gaff and a landing-net. Then brown-duck trousers, jerseys, and thick woollen socks, and a good store of tobacco.

The train for Pickering Landing leaves Toronto in the evening, arriving next morning about five o'clock. It may not be scheduled to stop there, but a call on the C.P.R. agent soon remedies that.

At Pickering Landing, in a wooden house on a rock, lives Martin Penton, who arranges for guides and canoes

A SIGHT TO BE SEEN AT BANFF: A BUFFALO IN THE CANADIAN NATIONAL PARK.

and provisions for fishing expeditions if you give him good notice. It does not take long to pack a canoe for so small a party, and after breakfast Smith and Jones would be off with an Indian guide into the romantic backwoods of Ontario. For five days, then, imagine our two heroes camping out and fishing. At the end of four days you would find them scornful of hotels, expert cooks, and just as truthful as fishermen usually are. If they have taken provisions for four days, they will make them last for five, and only when necessity compels will they return to



IN THE RUGGEDLY PICTURESQUE COLUMBIA VALLEY, UP HORSE THIEF CREEK.

Fenton's headquarters. By this time they will have begun to understand the real charm of Canada. They will be much more sympathetic than when they first stepped off the steamer. Time, however, is pressing, and they must hurry on to Winnipeg. This they reach on Friday, Aug. 17, and by wiring ahead they might with luck, get rooms at the Royal Alexandra.

At Winnipeg the automobile "Seeing Winnipeg" car saves them endless trouble. Before them passes the strange kaleidoscope of nations, Paris fashions and crude farm-hands, raw immigrants and stylish business

WHERE BLACK BASS AND MASKALLONGE LIE WAITING FOR THE FISHERMAN, ON THE FRENCH RIVER.

men, shacks and skyscrapers, all cheek by jowl. Should by chance an immigrant train pour its human freight into the station, they would not fail to see the handling of these citizens at the Government Bureau, and note with what marvellous rapidity they are drafted off to places that are waiting for them.

On Saturday our tourists leave for Calgary, viewing the wheatfield of the Empire from the observation car on the C.P.R. Transcontinental.

By this time Smith and Jones probably desire a change from the railway track, and Calgary is fortunately



UNDER THE SHADE OF THE CASCADE MOUNTAIN, THE BANFF HOTEL.

in the centre of a good motoring country. They could hire an automobile for a few days, and drive around from farmer to farmer, picking up stories of struggles and success that would teach them more of Canada than a thousand books. They might catch on to a party of landseekers at a C.P.R. land office, driving out with them and realising the tremendous land-hunger which is pulling men from all over the world to these great waiting acres.

From the plains round Calgary they would see the snow-white peaks of the Rockies on the far horizon. On

day they ride up to the camp, and then if within, say, five days they have not got some trophies, they must be very poor shots.

The Columbia Valley is so beautiful that they may spend a day or two driving round in the neighbourhood of Lake Windermere, but by Saturday or Sunday they should be back in Golden and en route for Vancouver, booked for Tuesday, the 19th of September.

Vancouver can be done in a day by motor-car, and they could take the night boat on to Victoria, where in the beautiful Empress Hotel, they would find excellent

BY THEIR GUIDE, PHILOSOPHER, AND FRIEND.

Thursday I book them for Banff, directing them to the great hotel under Cascade Mountain. A day at Banff is easily put in. The morning fills up nicely with a drive round Tunnel Mountain to the buffalo park. Then in the afternoon a little motor-launch makes a delightful trip up the river, deeper into the heart of the mountains. In the evening they go on to Lake Louise.

Lake Louise is so beautiful and so restful that I have dedicated it to Sunday as well as Saturday. They would sit on the verandah, watching the play of colour on that marvellous surface—emerald, sapphire, amethyst and turquoise, held in a chalice of eternal snow.

On Monday, September 4, the early train would carry them to Field, where horses wait to drive them out to Emerald Lake. Here they are fitted out with ponies and start for three days' ride through the Yoho Valley—a romantic interlude arranged by the enterprising C.P.R., which dots the route with permanent camps. Here at the end of each day's ride one finds a Chinese cook, a tent, a blazing camp fire and a fragrant bed of tamarisk boughs.

By this time they are fairly hardened, and could undertake a little hunting trip up in the Columbia Valley.

I say a "little" hunting trip, but they must not imagine that they can pot bears from the window of an hotel and then step off on the next train. Bears and mountain-goat are "shy birds," and it is only fair to allow ten days for this interlude.

On Thursday they get off the train at Golden, where they catch the boat for Lake Windermere en route for Starbord's Ranch. Starbord, of course, knows that they are coming, and has promised to put them in the way of good sport. They reach Atholmer Landing on Friday, and drive sixteen miles or so to the ranch, where they put up for the night. Next

headquarters for a few days of delightful excursions through Vancouver Island—an outpost of Empire whose charm never fails to captivate every visitor. This takes them to September 23rd, and now commences the journey home.

If I were Smith and Jones I would not come back by the main line of the C.P.R. I would break off at Revelstoke, and take the steamer down the Arrowhead Lakes to West Robson, passing the lumber camps and little isolated settlements that are so characteristic of Southern British Columbia. Then I would diverge for a day to Rosland and see the gold mines and the smelters at Trail. The



MOUNTAIN-CLIMBING IN THE CANADIAN ROCKIES: ASCENDING MILES PASS.

eastbound trail now runs along the Crow's Nest Pass branch of the Canadian Pacific Railway, but first one spends a day at Nelson, the fruit centre of the Kootenays. All along the line through the Crow's Nest Pass are coal-mines and the like in a marvellously mineralised region set in fairy-like scenery.

Such a return should take them back to Winnipeg by the beginning of October, and from Winnipeg they could leisurely return to catch the *Empress*, leaving Quebec on October 6.

And now what would be the cost of such a trip? Expenses, of course, vary according to the individual, but Smith and Jones both like to be comfortable, and so I have booked them first cabin on the steamer both ways in a cabin to themselves, and, of course, on the trains they will travel Pullman. Their fare should not amount to more than £75 each, but to that must be added the canoe and guide and tackle for the fishing trip, the hire of the motor at Calgary, the ponies and guide for the Yoho Valley, the steamer in the Columbia Valley, the guides, horses, camping outfit, etc., on the hunting trip, and the various hotel expenses in the various cities. I think they would do themselves well all the time for this eleven weeks' holiday for £100 to £180, and if they kept their eyes open at Calgary and in the Columbia Valley they could probably make investment in land or real estate which alone would be worth the journey.

—Other itineraries could be made for those of simpler tastes. I know from experience that a Canadian holiday can be made from £50 upwards. If anyone wishes me to figure out a trip for him let him write to me, care of H. S. Carmichael, at the Canadian Pacific Offices in Charing Cross.



TOURING UNDER PERFECT CONDITIONS, ON THE TRAIL IN THE YOHU VALLEY.

"Oh, usual time," they replied: "August and September and up to middle of October if you like."

I studied my calendar and other sources of information.

"Leave on July 28th," I said, "and catch the *Empress* boat before the heaviest tourist season begins. You leave Liverpool on a Friday, and you will be in Quebec the following Thursday afternoon. The rest depends on yourselves."

They told me their tastes, and I worked an itinerary out for them which seemed to please them. It ran somewhat after this fashion: They would arrive at Quebec on the afternoon of Thursday, Aug. 3, and would put up at the show place of Quebec, the Chateau Frontenac. Most of the sights of Quebec itself can be seen in a day—the Citadel, the monuments, such as that to Wolfe, and the Plains of Abraham. Very picturesque are some of the old streets and houses on the bank of the St. Lawrence below the heights of the Citadel. Smith the novelist would be so delighted with Quebec that he would decide to spend the week-end there, mooning about and collecting word-pictures; but Jones has letters of introduction to business men in Montreal. He has Canadian investments, and wishes to consult the bankers, so he would take the train on Friday for Montreal, leaving Smith to catch him up.

Jones puts up at the Place Viger, and finds that he is still in French Canada. But the banks are English, and all Saturday morning he is talking money. In the afternoon he is booked for a game of golf, and spends Sunday at a club, so that when Smith rejoins him in Montreal on the Monday he is in a very civilised mood, not feeling at all like a tourist.

But Smith would see the sights, so Monday would be spent under the Cathedral and Mount Royal, and all the

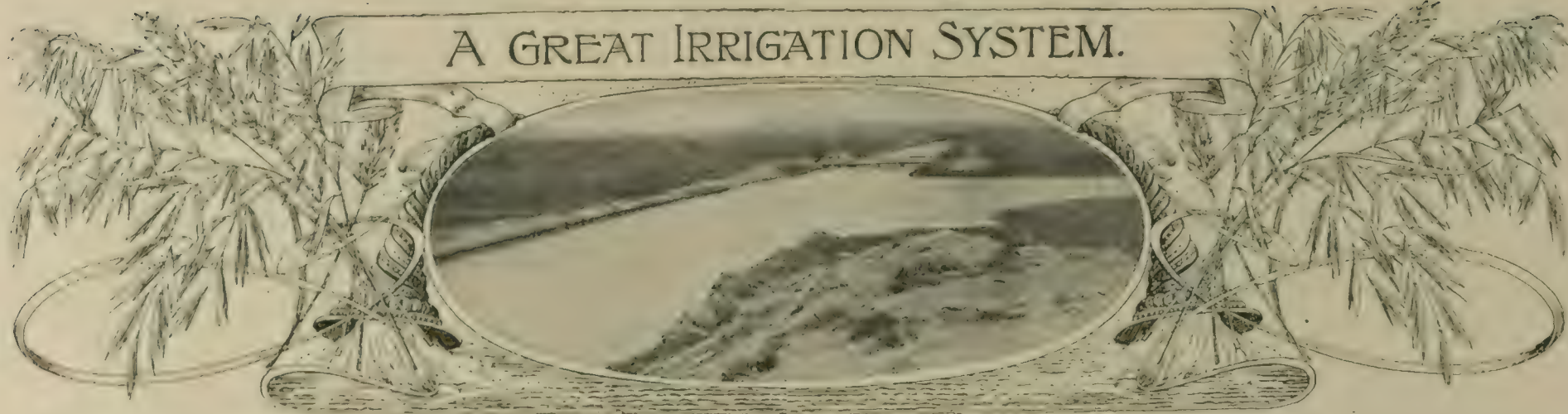


A SCENE THAT SUGGESTS A MOUNTAIN LAKE IN THE AUSTRIAN TYROL.



LAKE McARTHUR, NEAR BANFF, AND A GLIMPSE OF THE CANADIAN ROCKIES.

A GREAT IRRIGATION SYSTEM.



JUST as the rapid stride in development made by Winnipeg is one of the modern wonders not merely of Canada, but of the whole of the North American Continent, so the enterprise of the Alberta Railway and Irrigation Company is one of the wonders of the West. Its canal system was the first of the kind started in Western Canada, and its success has never been in doubt. It owes its origin to the foresight, as well as to the indefatigable zeal, of Mr. E. T. Galt,

A GREAT IRRIGATION SYSTEM: PART OF THE 200 MILES OF MAIN CANAL.

This photograph gives an excellent idea of the kind of country through which the canal runs. The motor-car by the bridge is used by the Superintendent when going over the system.

are situated about fifty-five miles south-west of the city of Lethbridge. These works consist of the Rockfill Diversion Dam and spillway, 600 feet long, across the bed of the river. The intake channel is provided with spillway and waste-gates, and the main canal has, there, a capacity at the intake of 1000 second feet, its main head-gates being constructed of steel and concrete, so that they are exceedingly strong and durable. It is a matter of more than ordinary interest to trace this canal system by means of a map. The bed of the St. Mary River lies at an elevation of something like one hundred feet below the surrounding country. The canal leaves the river in a heavy cutting through clay and gravel formation, and hugs the east slope

Crossing of Willow Creek. These are 235 ft. and 735 ft. respectively in length, and each has a clear width of 27 ft., and is designed to carry a depth of 6 ft. of water. At the end of this section advantage is taken of a natural watercourse, which is utilised for seventeen miles, when the canal is again developed into an artificial channel, through which it is taken for a mile and a half. Another natural channel then is made use of to transport the water to the town of Magrath, where another



THE HEADQUARTERS OF THE COMPANY'S GENERAL OFFICES: A VIEW OF THE CITY OF LETHBRIDGE, ALBERTA.

In the background of the photograph may be seen the new steel bridge of the Canadian Pacific Railway, across the Belly River valley. This is one of the longest and highest structures of its kind in the world. Its height from the centre of the valley is 314 feet, and it is over a mile long.

of Montreal, the President of the Company, who also has the distinction of being one of those primarily responsible for the growth of the Company's railway, as well as its coal-mines at Lethbridge, all of which are now ably looked after by the Company's General Manager, Mr. P. L. Naismith. The railway is 120 miles in length, connecting with the Canadian Pacific Railway at Lethbridge, and also with the Great Northern Railway at the American boundary, so that the facilities it offers for transport cannot well be excelled. The collieries owned and operated by the Company at Lethbridge are exceedingly valuable. Some idea of their output may be gained from the knowledge that it has recently been found necessary to build one of the most modern "tipples" in Western Canada.

Great as are these undertakings in themselves and in their capacity for future development, as well as for the part they must play in the advance of the country, it is the canal system which is most important, seeing that it extends through a total length of 700 miles. The system is divided into 200 miles of main canal and 500 miles of distributing laterals, or side canals, which supply water to approximately 75,000 acres, or, roughly, an area of 120 square miles.

When it is remembered how great a part agriculture plays in the wealth of Canada, the advantage to the farmer of obtaining a certain supply of water is a self-evident proposition. The source of supply is derived from the St. Mary River, and the head works

of the valley for a distance of some four miles, when it comes out on to the bench land. It then takes a trend to the north-east and runs in that direction for

Diversion Dam is established. From Magrath the canal runs with the banks of the Pothole River for six miles, when it again emerges and runs eastward through

Raymond to terminate at Sterling, on the line of the Alberta Railway and Irrigation Company, where it debouches into a natural channel called "Kipps Coulee," which is used to transport the waters to the east. Midway between Magrath and Raymond the branch crosses a natural channel called "Nine-Mile Coulee." At this point it branches to the north of "Nine Mile Channel," and is used for a distance of ten miles, when it is again developed into an artificial channel, thirty miles long, called the Lethbridge branch. This supplies the land to the north and east of the city of Lethbridge, and subsidiary branches have been constructed from it. One of these—the Chin branch—is eighteen miles long and supplies water to the tributary lands of the country in the neighbourhood of Chin Coulee. The other is fourteen miles long. Several subsidiary branches lead from it to connect with the farmers' own laterals. All around the Lethbridge district the Company possesses a large area of irrigable and other lands, which it disposes of to settlers on reasonable terms. Irrigation will help greatly certain districts in Western Canada as it has done in Egypt, etc., but it must be understood that, though much of the Alberta Railway and Irrigation Company's lands will be largely increased in value by irrigation, the Company has a large area of land for sale that does not require irrigation.



CAPABLE OF HOISTING 200 TONS OF SHIPPING COAL AN HOUR; THE GREAT STEEL "TIPPLE" AT THE COMPANY'S No. 6 SHAFT AT LETHBRIDGE.

At the collieries at Lethbridge, owned and worked by the Company, has recently been completed one of the most modern "all steel" tipples in Western Canada. This is here shown, together with the power-house.

a distance of six and a-half miles, when it debouches into a natural channel, which is known in the neighbourhood as Spring Coulee. On this division of the canal there are two flumes, known as the North and South

be understood that, though much of the Alberta Railway and Irrigation Company's lands will be largely increased in value by irrigation, the Company has a large area of land for sale that does not require irrigation.



AT THE STARTING-POINT OF THE COMPANY'S MAIN CANAL: THE DIVERSION DAM AND SPILLWAY ACROSS THE BED OF THE ST. MARY'S RIVER.

The spillway is 600 feet long. The St. Mary's River is the source of the supply for the irrigation system. The elevation of its bed is about 100 feet below that of the surrounding country; thus it is necessary for the canal to leave the river in a heavy cutting.



CONSTRUCTED OF STEEL AND CONCRETE: THE MAIN HEAD-GATES OF THE GREAT 700-MILE IRRIGATION CANAL SYSTEM.

The great irrigation system comprises no fewer than 200 miles of main canal and 500 miles of distributing laterals. The main canal has a capacity at the intake of 1000 second feet. The acreage supplied with water is approximately 75,000 (roughly, 120 square miles).

SWITZERLAND IN THE ROCKIES: "EDELWEISS," CANADA.

DRAWN BY CHARLES SHELDON.



TO BE SET UP IN THE SPRING: THE SWISS VILLAGE THAT IS TO BE NEAR GOLDEN.

"Edelweiss" is to be a Swiss village in the Canadian Rockies: its inhabitants will be Swiss—and guides capable of escorting the climbers who wish to scale the great peaks of the locality. It is to be set on the western slopes of the mountains, about a mile from Golden, in the Columbia Valley, and its chalets will have place on little promontories on the lower slopes. "Alpinists" will certainly welcome it, and congratulate the Canadian Pacific Railway on the enterprise which brought it into being. For the rest, it should be noted that a Canadian Alpine Club was founded five years ago, and that its annual camp has become so popular that climbers come from all parts of the world to attend it. Evidently, many agree with Mr. Edward Whymper's dictum, that in the Rockies Canada has an asset of incalculable value.



THE FIRST LOCOMOTIVE BUILT IN THE GRAND TRUNK SHOPS: MONTREAL, 1859.

To this engine fell the duty of hauling the Prince of Wales's (King Edward's) royal train through Canada in 1860.

It was nigh on sixty years ago when three famous British constructional engineers, fresh from their railway-building triumphs on the Continent, set out for a new field in which to continue their epoch-marking work. It was a bold move, for the prospect was far from promising; yet it was destined to pave the path for success and prosperity in one large corner of the British Empire—Canada. Those three pioneers were Messrs. Brassey, Peto, and Lettis.

Even in those days there was plenty of buoyant optimism, and confidence that Canada was going to "hustle." But railways were required urgently, and money was scarce. Consequently, when the Grand Trunk Railway was born and the aid of British capitalists was sought, London only undertook to find the money on condition that these prominent engineers carried out the enterprise.

These Empire-builders set off with an ambitious scheme. It was the biggest railway-building programme ever conceived as a single project up to that time. They were going to build one thousand miles of steel highway! Lake Huron, Toronto, and Montreal were not only to be linked together by a trunk road, but they were going to be brought into direct touch with the Atlantic—by traversing a corner of the United States—at Portland.

The undertaking was severely criticised and ridiculed as a mad idea. Why, barely one-third of the country to be traversed was populated! The other two-thirds of line would run through untrodden forest, muskeg, and useless wilderness, in the tight grip of ice, which the rays of the sun could not reach to melt, owing to the impenetrable, tangled bush, even in midsummer!

But the engineers plodded steadily along, and consummated their task. To-day part of the thousand miles thus laid down is incorporated in the continuous trunk line, 880 miles in length, stretching from Montreal to Chicago, which two flourishing centres of commerce are but twenty-two hours apart by the "International Limited," the "crack" flier and most luxurious train in Canada.

And what of the muskeg and wild forest? Both have disappeared. Where they flourished, humming towns, with populations ranging from 4000 to 70,000, and still growing, have sprung up. The ice-laden ground is now smiling orchards, fields of waving grain, and stretches of rolling market-gardens; the undergrowth has given way to the grape-vine and peaches, yielding abundant wealth in the open air.

British enterprise, British brains, and British money, as exemplified in the Grand Trunk Railway, laid the stones upon which the fabric of Canada's prosperity has been raised. During a little more than half a century the original line multiplied its mileage eight times.

To-day every corner of south and western Ontario is penetrated by this system: it enmeshes the Province in a network of steel. And its pioneer work is still being

SPIKING DOWN THE EMPIRE.

FIFTY YEARS OF THE GRAND TRUNK RAILWAY IN CANADA.

By FREDERICK A. TALBOT.

continued. It is unlocking the door to Northern Ontario; leading the way to a country just so inhospitable, quite so forbidding, and equally so ice-gripped as was the territory first entered on the south. Moreover, it is a country destined to just as great a future. But in addition to "spiking" the country more firmly to the Empire, many striking monuments to engineering skill were set up—merely to give the public greater and improved travelling facilities. A bridge was thrown across the St. Lawrence River at Montreal. It was a stupendous achievement, and Messrs. Ross and

THE FLIGHT OF THE "INTERNATIONAL LIMITED" FROM MONTREAL TO CHICAGO.

This is the fastest and finest train in Canada. The double track, 880 miles in length, is the longest in the world.

breaking, continuous frequency—is a striking tribute to their genius. His late Majesty King Edward VII., who, as the Prince of Wales, opened the bridge on May 25, 1860, voiced popular sentiment when he described the work "as unsurpassed by the grandeur of Egypt or Rome, as it is unrivalled by the modern genius of these days of ever-active enterprise."

But the rapid growth of the country, the expansion of the Grand Trunk Railway, and the increase in its volume of traffic, in time rendered Ross and Stephenson's work inadequate. A few years ago, it was replaced by a larger and more modern structure, of the open steel type, which not only provides a double track for the railway, but also an electric tramway, carriage-way, and foot-walks for pedestrians. The new bridge was erected around the old one in such a way that no interruption was offered to railway traffic. The present bridge was opened in 1897, likewise by a royal hand—that of King George V., as Prince of Wales. The new bridge cost £400,000, so that the total expense incurred by the Grand Trunk Railway in giving the travelling public the greatest facilities for crossing the St. Lawrence has been £1,800,000.

Another work, ranking in audacity and importance with the Victoria Jubilee Bridge, is the St. Clair Tunnel, under the channel connecting Lakes Huron and Erie, between Sarnia and Port Huron—"the link that binds two great nations." In the early days, passengers had to cross from Canada into the United States by ferry plying on a fickle neck of water. So in 1886 it was resolved to carry the track beneath the waterway, and thus avoid the inconveniences of changing trains. The work was commenced in 1888, and after two years' battle with the forces of Nature a huge iron tube, 19½ feet in diameter, 6026 feet in length, weighing 25,000 tons, carrying a single line, and costing £540,000, was opened for traffic.

In less than twenty years traffic had outgrown the capacity of the tube. The situation was met by adopting electric working, and it is as well to point out that the traffic flowing through the St. Clair Tunnel is the heaviest railway service handled by electricity in the world. Just what electrification has meant to the railway may be gauged from the fact that whereas steam-locomotives weighing some ninety tons could only pull a train weighing 760 tons, the 135-ton electric engines can haul a train weighing 1000 tons.

Another daring piece of work is the graceful single-arch bridge by which the fearful gorge immediately below the Niagara Falls is spanned. This was built around an old suspension-bridge without an hour's dislocation of traffic. From end to end this web of steel measures 1100 feet, the leap across the ravine being one of 550, while in the centre your feet are 252 feet above the raging waters below. The Grand Trunk Railway metals are laid on the top



KING GEORGE V. AND QUEEN MARY INSPECTING THE NEW VICTORIA JUBILEE BRIDGE SPANNING THE ST. LAWRENCE AT MONTREAL DURING THEIR VISIT TO CANADA IN 1901.

The original tubular bridge was opened by the late King Edward VII. as Prince of Wales, May 25, 1860.

Stephenson found the broad, swiftly running river a fearsome antagonist to conquer. It took them five years to erect the huge tube, 7000 feet long, resting on twenty-four massive masonry piers, and to build the 2184 feet of approaches, at a cost of £1,400,000.

The success with which they solved, at much expenditure of effort and time, teasing problems as they appeared—and difficulties developed with a heart-



THE FINE £1,800,000 VICTORIA BRIDGE ACROSS THE ST. LAWRENCE, MONTREAL.

The bridge was built by Ross and Stephenson in 1860, and reconstructed in 1897; its length is nearly two miles, and it cost £1,800,000. This is one of the longest bridges in the world.



THE HEIGHT OF DISCOMFORT: THE GRAND TRUNK RAILWAY STATION AT TORONTO, 1857.

This old picture, the work of W. Armstrong, is particularly interesting, both in itself and for the fact that amongst the passengers shown are Red Indians.



PRINCE RUPERT, THE "LIVERPOOL OF THE PACIFIC," IN THE MAKING.

The Grand Trunk has created a new port on the Pacific coast for its terminus. The harbour is one of the finest natural anchorages in the world, being 10 miles long by 1½ miles wide, with sufficient depth of water to carry the largest ships afloat. The population is 5000. Three years ago the spot was forest and muskeg. Prince Rupert is 500 miles nearer Yokohama than Vancouver is.

of the bridge, while below is another deck for vehicular and pedestrian traffic.

In the uphill pioneer task of providing Canada with the ways and means of becoming a great nation, Great Britain helped with a lavish hand, contributing her best, and in the moulding of the country produced railway magnates who stand supreme to-day.

As the Grand Trunk Railway, the first steel highway in Canada, built up the East, so is the Grand Trunk Pacific, the youngest railway force in the Dominion, opening up the middle and the West.

Some ten years ago new administrative blood, both in England and Canada, realised that the mother system must throw her metal tentacles farther out, to tap virgin districts and create new sources of traffic. Busy, fertile brains in co-operation evolved a scheme in which history repeats itself. Yes, they would stretch out another limb, but it would be of enormous length, with the thumb resting on the Atlantic seaboard and the little finger touching the Pacific. In short, they would provide the Dominion with a new virile backbone of steel 3556 miles in length, traversing nine out of the twelve Provinces, and, except for two or three hundred miles, running through new and unknown territory, lifting the veil still higher over that region, euphemistically described as *terra incognita*.

The twentieth-century railway pioneers in Canada attacked their prodigious task boldly. Like the parent 1000 miles in the East, it was an audacious project; the daughter was to the new century what the mother had been to the 'fifties of the previous century—the greatest railway project ever conceived and undertaken in one concrete whole.

And the ambitious enterprise is rapidly drawing to a close. It has been carried out on traditional British lines—solidity and strength: built to last. The road-bed from one end to the other is the finest that present-day engineering science can evolve. The lessons of the past have been taken to heart. Curves have been eased to extreme limits; that bugbear of railway operation, grades, which eat so heavily into revenue, has been almost entirely eliminated. Travelling from Atlantic to Pacific, no heavier rise than 26 feet per mile is encountered; reverse the direction of travel, and no "bank" in excess of 21 feet per mile is met. Then, again, to cross the formidable Rocky Mountains it is not necessary for the trains to scratch the clouds—they have to rise only to 3720 feet, and even to that, it should be noted, on but a single occasion.

No other railway north of the Equator can point to such favourable factors. True, it has entailed the expenditure of hundreds of thousands to obtain such *desiderata*; but it will mean the saving

of millions in working expenditure. And traffic, like water, will always flow along the channel of least resistance. It was the late President Cassatt who gave



"THE LINK THAT BINDS TWO GREAT NATIONS":
THE ST. CLAIR TUNNEL.

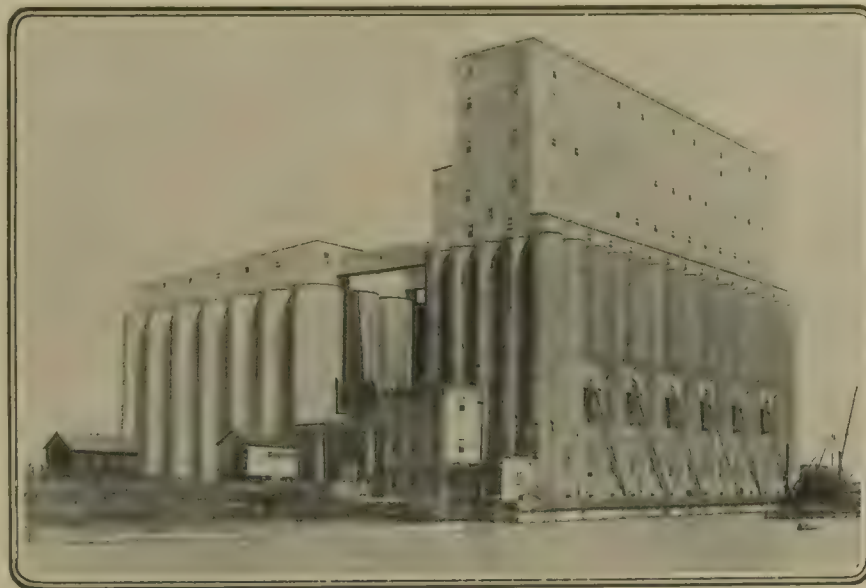
The St. Clair Tunnel, a solid iron tube 6026 feet long under the St. Clair River between Sarnia, Ontario, and Port Huron, Michigan, cost \$540,000. It is now operated by electricity.

utterance to the famous dictum that "the straight, level line wins." The Grand Trunk Pacific, though not absolutely conforming with this enunciation, is as near

such as a mountain chain of the calibre of the Rockies will permit, and if the results of Cassatt's words put into effect offer any criterion, the Grand Trunk Pacific Railway is destined to become the premier traffic route across British North America.

And what has the construction of the new trans-continental railway accomplished so far? It has brought to light new timber resources of Quebec, the extent of which was not betrayed by dreams; has discovered a rich agrarian country of 15,000,000 acres in Ontario; has rolled up the map several turns and brought further expanses of rich country considered the indisputable domain of forest, ice, and snow before human endeavour for material profit; has resulted in the conquest of 'fifteen million acres of wheat-raising land in the West, which is among the finest Canada can produce; has opened up a two-hundred mile vista of mountain scenery which cannot be surpassed; has revealed a new territory rich in mineral and agricultural resources; has wrested from oblivion another country—NEW BRITISH COLUMBIA—to which settlers are already flocking in large numbers; and has created a new hive of activity—Prince Rupert—on the shores of the Pacific, far, far removed from civilisation.

The Grand Trunk Pacific has already given a striking illustration of its coming position in the development of the Dominion. It has brought two capital cities of the West, Winnipeg and Edmonton, six hours nearer together; it has given birth to over one hundred new towns on the prairie, representing a population, at a modest computation, of 40,000. By its unfolding of new bounteous land of amazing fertility, it has assisted materially towards deviating the river of emigration from the United States to Canada: its coming stroke, following completion, will be of even greater significance. It will draw Yokohama two days' sail nearer London, as Prince Rupert, owing to its geographical position, is some five hundred miles nearer the Japanese port than any other North American Pacific seaport. The Grand Trunk Railway opened up the way for commerce in the Eastern Provinces of the Dominion; the off-shoot, the Grand Trunk Pacific, through the influence of British enterprise and finance, is accomplishing the same end in the West. It took the Grand Trunk Railway nearly fifty years to show its force; the Grand Trunk Pacific will reveal its strength within the next decade. The conditions confronting the latter in the West to-day are analogous to those which faced the trio of Empire-builders who sailed for the Dominion in the middle of the nineteenth century. But the pace of the twentieth century is faster than that of its predecessor. The restless activity displayed in the territories to be opened up by the new line portends that upon the arrival of the iron horse "something will be doing" in the Empire that is dawning.



THE GUARANTEE OF THE FARMER'S WEALTH.

The Grand Trunk Pacific is providing at Fort William, on Lake Superior, the largest wheat warehouse in the world. When completed it will hold 40,000,000 bushels. The first unit of 3,400,000 bushels is now in operation.



A PALACE OF COMFORT: THE GRAND TRUNK RAILWAY TERMINUS
AT OTTAWA, 1911.

This illustration marks a wonderful contrast between the old and the new—the old "lean-to" station shown on the opposite page, the fine station shown here.



THE SINGLE-ARCH BRIDGE ACROSS NIAGARA'S GORGE.

The total length of this is 1100 feet; the main span 550 feet. The greatest height above water is 252 feet. The bridge was rebuilt around a suspension-bridge without dislocating traffic. The top deck is for Grand Trunk trains, the lower deck for vehicles and pedestrians.

IN THE DOMINION WHICH IS AS LARGE AS EUROPE: PLEASURE AND BUSINESS IN CANADA.

A DRAWING, SPECIALLY MADE IN CANADA FOR "THE ILLUSTRATED LONDON NEWS," BY CYRUS CUNEO, R.O.I.



LURING A BULL BY IMITATING THE CALL OF THE COW: HUNTING THE MOOSE IN CANADA.

Of the first of these two illustrations, it may be said that the hunters (in this case, stationed in a kind of crow's nest) entice the bull moose out of the cover of the woods by imitating the cow moose's call on a horn. A call such as this can be heard for two or three miles. So soon as the bull is within range, the hunter fires. Until it has reached the chosen spot, silence has to be observed very strictly, for the quarry's sense of hearing is exceedingly acute. The second picture calls



FRUIT FOR FELLOW COUNTRYMAN AND STRANGER: PICKING AND PACKING IN A GREAT ORCHARD.

for comparatively little description, but it may be pointed out that it emphasises one of the many important industries of Canada. The Dominion exported during the year ending 1909, 3,598,742 dollars' worth of fruits. In the same year, she exported to Great Britain £551,910 worth of apples, green or ripe. In Southern Ontario alone 338,255 acres are planted in fruit. In one year the yield of apples in Ontario exceeded 32,000,000 bushels.

CANADA AND THE NIAGARA FALLS.

THE great Falls of Niagara have always been so universally regarded as belonging to the United States that people are apt to forget that Canada enjoys more than an equal share of their marvels. This fact is brought home to every visitor to the Clifton Hotel. Facing as it does both Cataracts, wonderful views of the American and Canadian, or Horseshoe Falls, as well as the great Niagara Gorge, are obtained; and impressive as the first sight must always be, the traveller who would really appreciate the Falls and their surroundings must live with them, as it were, for a few days; and nowhere can he do this to greater advantage, or with more assurance that his comfort will be looked after, than at the Clifton, which was completed in 1906 at a cost of over half-a-million dollars (£100,000), and embodies the most modern improvements in hotel



NIAGARA FALLS, CANADA: A VIEW SHOWING THE EAST WING OF THE CLIFTON HOTEL.

So many are wont to forget that Canada shares the glories of the Niagara Falls with the United States that this illustration is of particular interest.

construction for the comfort and convenience of its guests. Its decorations are exceedingly artistic and harmoniously blended, while its rooms are spacious and airy, and give that sense of comfort which ensures the feeling of "home away from home."

The dining-room, furnished in the Colonial style, is capable of seating six hundred guests at a time, and the cuisine is excellent in every respect. There are also a number of private dining-rooms, as well as tea-rooms and attractive cafés. The ball-room is a magnificent apartment, and furnished with a stage, dressing-rooms, etc., so that plays can be given when desired; while the billiard-room is well equipped, and the sitting-rooms and writing-rooms are furnished with every convenience for the purpose for which they are destined. Out of doors there are tennis-courts, bowling-greens, and a croquet-lawn; while within easy distance is the inevitable golf-course, without which no hotel can possibly hope to succeed. With it all, the tariff is so moderate that the visitor may live with full board for only sixteen shillings a day, upwards.

IN ITS DIAMOND JUBILEE YEAR.

THIS year is a particularly interesting one for the large number of people associated in business relations with the Western Assurance Company, for as it was incorporated in 1851, it will celebrate its diamond jubilee before the December bells ring out 1911. The Head Office of the Company, which devotes itself almost exclusively to Fire and Marine Insurance, is in Toronto, where it is housed in an appropriately substantial and architecturally imposing building. From Toronto its business ramifies not only over the whole North American

Continent, including the United States and Newfoundland, but to Great Britain as well as to various other parts of the world—to India, Australia and Africa—branches having recently been opened in the Transvaal and in Turkey. The Company's assets amount to over three and a quarter million dollars, while since its inauguration it has paid out considerably over fifty-two million dollars—figures which in themselves are sufficient to show the high standing which it has attained. Its President is the Hon. George A. Cox; and Mr. W. R. Brock and Dr. John Hoskin, K.C., are its Vice-Presidents; while Mr. W. B. Meikle is the General Manager. Shortly after 1904 the general business depression throughout the world affected the Company, which, again, was heavily hit by the San Francisco earthquake. The Directors, however, rose to the situation, and the Company's business has since advanced with remarkable rapidity. To meet the expansion of the London business the Company has had to move its offices from Change Alley to much more commodious premises in Cornhill. The London Manager is Mr. R. H. R. Burder, assisted by Mr. H. M. Bentley, with Sir John Kennaway as Chairman.

In close connection with the Western Assurance Company is the British America Assurance Company, established in 1833, under William IV. It is thus one of the oldest businesses of the kind on the American continent. Its assets are over 2,000,000 dollars, while it has paid out in losses more than 33,500,000 dollars.



A WELL-KNOWN CANADIAN INSTITUTION: THE HEAD OFFICE OF THE WESTERN ASSURANCE COMPANY, AT TORONTO.

The Western Assurance Co., which will celebrate its Diamond Jubilee this year, does business over the whole North American Continent, including the United States and Newfoundland, with Great Britain, and with various other parts of the world, as India, Australia, Africa, and Turkey.

MILLING THE WHEAT OF THE WORLD'S GRANARY.

THE Granary of the Empire is a phrase which has passed into the language as a synonym for the Dominion of Canada, with its vast territories of the finest wheat-growing lands in the world. How these enormous areas of virgin soil are being brought into cultivation, and wheatfields larger than many an English county now amaze the eye, where but a few years ago there were only interminable plains of dark-brown soil, forms the basis of the transformation which enterprise and industry have effected in even the last decade.

With this extension in cultivation has gone industrial development, which has a notable illustration in the erection of such a splendidly equipped mill for the conversion of the wheat into flour as that of the Lake of the Woods Milling Company. As its name denotes, this mammoth factory, containing the most modern flour-rolling machinery, is situated on

THE PRESIDENT OF THE LAKE OF THE WOODS MILLING COMPANY: MR. ROBERT MEIGHEN.



the north shores of the beautiful Lake of the Woods at Keewatin, Ontario, one hundred and twenty miles odd east of Winnipeg. Here on the main line of the Canadian Pacific Railway it taps alike the wheat-lands of Ontario and of the Province of Manitoba, and by virtue of the same position is equally favoured for the distribution of its goods as for the collection of the raw grain. Individually, it is the largest flour-mill in the Dominion of Canada and in the British Empire. The plant comprises all the latest devices and improvements for the expeditious handling of large quantities of grain and its conversion into flour with scientific precision and cleanliness. As the accompanying illustration shows, this typical Canadian mill is situated among beautiful scenery on the north shore of the Lake of the Woods, which is one of the favourite holiday resorts of Western Canada.



WHEAT MADE INTO FLOUR IN PERFECT SURROUNDINGS: ON THE NORTH SHORE OF THE LAKE OF THE WOODS, SHOWING THE MAMMOTH MILLS OF THE LAKE OF THE WOODS MILLING COMPANY, AT KEEWATIN, ONTARIO.

The modern plant to the right of the photograph is the largest individual mill in the British Empire, and brings the total capacity of the Lake of the Woods Milling Company, a typical Canadian milling concern, up to 10,500 barrels per day.

"THUNDER OF WATER": THE FOAMING FRONTIER OF CANADA.

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD



PRE-EMINENT AMONGST THE GREAT CATARACTS OF THE WORLD: NIAGARA FALLS.

The untravelled are a little apt to forget that the Niagara Falls are shared by Canada and the United States, placing them to the credit of the latter alone. This is as unjust as it is incorrect: they may be called the foaming frontier of Canada for is not the river Niagara between the United States and the Dominion? Niagara, it may be noted, stands pre-eminent amongst the great cataracts of the world for the tremendous volume of water carried over so high a precipice. It has been calculated that the Falls discharge 100,000,000 tons of water each hour. "Niagara" is from the Indian, and means "Thunder of Water."

CANADA AND A KING OF FISH: SALMON - FISHING.

PHOTOGRAPHS BY COURTESY OF THE C.P.R.



1. FISHES FOR THE MARKET: THE SALMON-FISHING FLEET OF BRITISH COLUMBIA.

2. A MAGNIFICENT CATCH: A FISH-TRAP AND A BARGE-LOAD OF GREAT SALMON.

Canada can claim to have the most extensive fisheries in the world, including 12,780 miles of sea coast line and innumerable lakes and streams. The Dominion's fishery exports in 1908 and 1909 were 3,579,627 dollars' worth to Great Britain, 4,312,121 dollars' worth to the United States, and 5,427,916 dollars' worth to other countries. At the same period, the Dominion had a fishing fleet of 1414 vessels and 39,965 boats, manned by 71,070 men. The industry employed on shore an additional 13,753. We take our figures from "Five Thousand Facts About Canada," compiled by Mr. Frank Yeigh, of Toronto.

BRITISH COLUMBIA, THE PROVINCE OF PROMISE: VICTORIA.



IN THE CAPITAL OF A TENTH OF THE DOMINION: VICTORIA; AND TYPICAL BRITISH COLUMBIAN RESIDENCES.

The chief illustration on this page a general view of a part of Victoria, the capital of British Columbia, shows the Olympic Mountains (in the background), the Straits of Juan de Fuca, the Government Buildings, the Empress Hotel (on the left), the granite Causeway, and a part of the harbour. The other photographs, as we have noted, show typical British Columbian residences.

A TENTH OF THE DOMINION: BRITISH



SEEN FROM 100 MILES AWAY, MOUNT BAKER, FROM VICTORIA.

GREAT though the advance of British Columbia has been during the first ten years of the century, it holds out, with open hands, an infinitely greater promise for the next decade. He would be a bold man who—recognising the enormous strides capable of being made by a country under able administration, and realising that that progress often advances by more than geometrical progression—ventured to prophesy what the next few years have in store for that happy land which forms the western boundary of Southern and Mid Canada, and lies between the Pacific Ocean on the one hand and the Rocky Mountains on the other. British Columbia

the centre and its magnificent granite causeway bordering the harbour, while in the distance, beyond the Straits of Juan de Fuca, and on the mainland, to the south, rise the beautiful Olympic Mountains, with Mount Baker towering in the north, a hundred miles away. On the mainland, separated from Vancouver Island by the Strait of Georgia, is the wonder city of the Province, Vancouver. Seventeen years ago the site on which it stands was a dense forest. Barely five years ago its population was less than 30,000. To-day it houses more than 120,000 people, or nearly as many as there were in the whole Province only fifteen years ago. Its population is rapidly growing, thanks to the many advantages enjoyed by the city, which is noted for its

Not less remarkable than the development of Vancouver are the strides made in the course of a few short years by Prince Rupert—the baby city of the Empire, and not the least flourishing. They must stimulate everyone to whom British enterprise and British endeavour stand for forces which make the heart beat faster and kindle the brain with a sense of pride. Nowhere, indeed, do these qualities find more fervent expression than in British Columbia. Only a few months ago the Prime Minister, the Hon. Richard McBride, evoked loud applause at a representative gathering when he declared, "We are British Columbians and good Canadians; but we are still more—we are intense Britishers." The son of Britain, therefore, who decides to settle in that far-off land knows in advance



IN A LAND OF PLENTY: PENTICTON ORCHARDS—CHIEFLY OF PEACH TREES.

has the distinction of being the largest Province in Canada, with an area of 395,000 square miles, or rather more than one-tenth of the whole Dominion. Within this vast territory there are at present fewer than 350,000 people. For many a long day to come, therefore, there will be abundant room for the immigrant who, seeking a new outlook and wider opportunities for the development of his abilities, studies the illustrations which represent typical scenes and buildings in the Province. Beauty is a distinct attribute of the towns, and he must indeed be hard to please who is not fascinated by Victoria, standing on the South of Vancouver Island, with the stately Government Buildings in

fine streets and the magnificence of its buildings, as well as for its perfect water supply, and one of the best systems of street electric railways in the world. This railway connects Vancouver with the rising town of New Westminster twelve miles distant, and, after crossing the Fraser River, runs on for sixty miles more through a rich farming district. Its harbour is one of the most extensive on the coast, and is able to accommodate the largest steamers of the great steamship lines which cross the Pacific, as well as the large boats in which the coasting trade is carried on. It is, therefore, naturally, the headquarters of the vast timber business of the country.

that he will be among friends and brothers. He will, likewise, be in a delightful and healthy climate, as may be judged from the illustrations, for the luxuriance of the trees and plants proclaims it a land of fruit and flowers. The climate is, indeed, one of the chief assets of the Province, that of the coast being exceedingly mild.

By reason of its climate and the fertility of its soil the country makes an enticing appeal to farmers and farm-workers. It has, in addition, great need of domestic servants and labourers at one end of the financial scale, and of capitalists at the other. The last named, indeed, will find splendid opportunities for investments throughout the Province, and perfectly safe mortgages can be had



FAMOUS AS A MINING TOWN, NELSON, BRITISH COLUMBIA.

COLUMBIA. THE PROVINCE OF PROMISE.



SEEN FROM STANLEY PARK, VANCOUVER: A GLIMPSE OF THE MOUNTAINS.

returning a net interest of from six per cent. to eight per cent. In other directions there are great possibilities for the man of wealth, as well as for the man of industry, for the great natural resources of the country are all in the early stages of development. The chief of these industries are mining, fishing, timber, and agriculture.

Since their inception the mines have produced about seventy million sterling—last year's product being worth £4,800,000—and that although 300,000 square miles of mineral ground had not yet been prospected. The fishing industry accounts for about a third of the whole catch of Canada, and last year amounted in value to over £1,600,000. The timber brought in last year a total of about £2,500,000, while agriculture and fruit-growing,

not only to the Eastern side of the continent, but to Europe.

A conspicuous part of that produce will unquestionably be fruit. As British Columbia fruit has, year after year, taken the gold medal at the Royal Horticultural Society's exhibition in London, and the highest awards at other exhibitions in the United Kingdom, it has manifestly received the hall-mark of success and proved that no better can be obtained anywhere. The opportunities for fruit-growing are sufficiently evident when it is said that ten years ago there were fewer than 7500 acres of orchards in the Province, while to-day there are over 100,000 acres. Most of the fruit-growing is in the Southern belt, but it is believed with every show of

In addition to the railways, the Government of British Columbia has also arranged for great public works to be prosecuted—e.g., development roads, bridges, public buildings and surveys, and it is its intention to vote about £1,000,000 sterling for these purposes this year. The effect of such works of development in the past has been exceedingly advantageous. This is proved by the rapid rate at which the revenue has increased. Ten years ago, it was only about £200,000. In 1909 it was over £1,400,000. At the beginning of the present century, the revenue was considerably less than the expenditure. In 1909 the revenue exceeded the expenditure by over £200,000. In



A PROSPERING TOWN, KAMLOOPS, BRITISH COLUMBIA.



A FINE CATCH: A RESULT OF TROLLING FOR SALMON IN VICTORIA HARBOUR.

which are still in their infancy, yielded £1,800,000. Besides this, manufactures produced £6,000,000. The natural resources of the country, therefore, represented last year a total of about £16,500,000—a remarkable showing for so small a population.

The reason why these figures must be considerably increased in the near future is that the whole country is now being opened up by railways, two thousand miles of which have already been provided for and are rapidly being constructed. Again, in the course of a few years there will be four lines running from the Atlantic to the Pacific, all terminating in British Columbia, so that abundant facilities will exist for the transport of produce

reason that the central belt will show equally great possibilities of success in this respect. Altogether, British Columbia has ten times more agricultural land than Japan, which supports a population of 50,000,000 people. In addition to Vancouver, the Province has the best harbours on the Pacific coast. This fact must inevitably influence the part it will play in the great shipping trade of the Pacific. This trade cannot fail to increase by leaps and bounds when the Panama Canal is finished, while another important factor to be considered lies in the rapidly growing commercial intercourse of the Old World with China and Japan. The most direct route to and from these countries lies through the Province.

the year 1910 the revenue of the Province was about £1,875,000; with a surplus of about £520,800, a great deal of which is in the hands drawing 3 per cent. interest. Realising the importance of education to its rising population, the Government of British Columbia spends a large amount in this direction, voting some £200,000 a year for the purpose, in addition to large amounts provided by the municipalities. The educational system is free, and is particularly good, so that the future generation will be amply able to take advantage of the great opportunities to which it is heir, opportunities which it may safely be said are not exceeded by any other Province in the Dominion or by any State on the continent of North America.



NEAR YALE: LOOKING DOWN THE FRASER RIVER.



IN RIVALRY WITH HOLLAND, TULIPS IN BLOOM AT VICTORIA.



IN THE OLD ENGLISH STYLE: A BEAUTIFUL GARDEN IN VICTORIA.



GIANTS IN FAIRYLAND: IN STANLEY PARK, VANCOUVER.

BRITISH COLUMBIA & THE BRITISH INVESTOR



ONCE A TINY FISHING SETTLEMENT; NOW A CITY WITH A POPULATION OF 110,000; VANCOUVER AND ITS FINE HARBOUR, ONE OF THE THREE GREATEST IN THE WORLD.

THE development of Canada has created many openings for the sound and remunerative investment of capital, and nowhere to-day are there more numerous and profitable opportunities than in the Province of British Columbia. Its fine position on the Pacific coast, added to its advantages of climate, soil, and mineral wealth, give it an actual and still more a potential importance, which has not yet been fully realised in Great Britain.

To this fact the city of Vancouver is at once a witness and a portent. It stands on the edge of a magnificent bay, which, with its deep inlet and land locked waters, twenty-five miles in length and two and a quarter miles broad, forms one of the three greatest harbours of the world. As such it was selected, when still a tiny fishing settlement, as the terminus of the Canadian Pacific Railway. From a population of 1000 in 1886, it has grown until to-day Vancouver's population is at least 110,000.

Vancouver is the natural metropolis not only of the rich Province of British Columbia itself, but it is also the *entrepôt* of North-West Canada. All the easiest westward gradients through the Rocky Mountains converge on Vancouver. As it is the terminus of the Canadian Pacific Railway, so it has been selected as the terminus of the two great trans-continental lines which the Grand Trunk and the Canadian Northern Railways are now building across the Dominion. The opening up of the new territories in the middle West and in Northern British Columbia by these railways must add enormously to the growth of Vancouver, which will be the terminus of five railways crossing the American continent. Excellent opportunities present themselves to-day, for the purchase of real estate, including business and residential sites and farm lands in and about the city, forms a most desirable investment. Another opportunity is that offered by the vast timber resources of British Columbia, which form the last great forest area on the American continent. In area it amounts to over 180,000,000 acres, and its red cedar, its fir, pine, larch, and other woods are in demand throughout not only Canada, but all America. This demand must increase with the growth of Canada; while the United States, having almost exhausted its own forests, looms large as another customer for British Columbian timber. These and other reasons are causing a rapid appreciation in value. Shrewd men of the United States are buying up forest areas in British Columbia, and holding them for the inevitable higher prices. Closely connected with timber is the manufacture of paper from

wood-pulp, for which British Columbia possesses enormous timber reserves and also the advantage of easy and cheap communication. These advantages should give British Columbia absolute control for the supply of wood-pulp or paper of every grade or quality in the markets of Asia and Australia, and the proposed reciprocity treaty between Canada and the United States would be likely to give a still further impetus to this industry in British Columbia.

The mineral wealth of British Columbia is shown by the fact that it produces nearly 70 per cent. of the total mining output of Canada. Gold is mined all over the

the investors of Great Britain. Being, as it were, in actual touch with British Columbia and Western Canada generally, the Americans see and seize the opportunities which present themselves for the employment of their capital to the fullest advantage. It is not because of the American's readiness to enter into any speculation, but the American's greater insight into possibilities and his knowledge of the larger profits which are always to be earned in a new country. The fortunes they win are the reward for those who are first in the field, and of the pioneers in the development of virgin territory. In that

work of development there may be, but there is not necessarily, a single degree of speculation, for the very fact that the land is undeveloped is a protection against such dangerous speculation as exists in a country whose original wealth has been exhausted.

As we have noted, the Americans are first in the field, because they are nearest the scene of action, and have thus opportunity of perceiving for themselves the openings which Canada presents. The British, placed less favourably, remain ignorant of the value of the possibilities before them, and are in danger of being anticipated in every detail, to their incalculable loss. The Canadians, fully realising these impediments to British enterprise in their country, perceive that it is necessary to come themselves to England to enlighten this ignorance of the Mother Country, and impress upon her people the value of the Dominion's resources. Further, however willing the British may be to share in the profits of Canadian development, they are impeded by reason of their geographical position from ascertaining precisely the directions in which to turn their energies. In a word, the Canadian must come here not only to awaken the British

public to the possibilities in general, but also to guide and instruct them in the particulars of those possibilities. Foremost among the Canadian firms in England which have this object before them is that of Messrs. Alvo von Alvensleben, Ltd., of Vancouver, who invite unreserved inquiries from all who are interested in Canadian development, through the media of their London branch, under the charge of Mr. J. v. Alvensleben, of 421, Salisbury House, E.C. In addition to their head office in Vancouver, Messrs. v. Alvensleben have branch offices in Victoria, Paris, and Berlin, and through these far-reaching connections the firm has unrivalled opportunities of understanding Canadian investment from a wide-world point of view.



AMONG THE FOREST GIANTS: MAGNIFICENT TIMBER ON THE MAMQUAM RIVER, HOWE SOUND, FORTY MILES FROM VANCOUVER.

Province, and with silver, copper, and coal, forms the principal mineral output of British Columbia. Large deposits of iron have been located, but await development, as do the deposits of zinc, mica, and other metals. The coalfield of the Rocky Mountains is the greatest in Canada. Here, again, are opportunities for investment of which the American capitalist is not slow to avail himself. Similarly, the fisheries of British Columbia, employing 12,000 men, are capable of considerable expansion. Fruit-growing offers like chances.

These opportunities, alike in real estate, in timber, paper-pulp, mining, agriculture, and horticulture, which British Columbia offers to the investor, are being largely seized by Americans, but as yet are scarcely realised by



WHERE THE EARTH BRINGS FORTH GOOD THINGS IN ABUNDANCE: FARM LAND NEAR VICTORIA.

THE TOPIC OF THE MOMENT: CANADA, AND ITS WHEAT.



1. FARMING UNDER THE MOST MODERN CONDITIONS:
THRESHING WHEAT BY MECHANICAL POWER IN
SASKATCHEWAN.

2. WHEAT SHOULDER-HIGH: A MAGNI-
FICENT CROP NEAR EDMONTON,
ALBERTA.

3. AS IT WAS AND AS IT IS: AN OLD
HOMESTEAD AND A NEW ONE IN
WESTERN CANADA.

By no means without reason, Canada has been called "the world's granary." Wheat, oats, barley and flax are the crops most widely cultivated, while other products include potatoes, turnips, beans, peas, buckwheat, rye, and sugar beets, and, in Ontario more especially, apples, grapes and tobacco. In 1909 the Dominion yielded (to name wheat, oats, and barley alone) 167,744,000 bushels of wheat, 353,466,000 bushels of oats, and 55,398,000 bushels of barley. Her wheat-growing belt is estimated at four times the area of the United States belt.

In twenty-one years she has produced 978,450,937 bushels of wheat.

CANADA FOR THE BRITISH.



"If the United States stands for the America of achievement, Canada presents the America of opportunity."
 "While the nineteenth century was the century of the United States, the twentieth century is the century of Canada."

THE recent exhibition at the Horticultural Hall of fruit grown in British Columbia came as a surprise to many to whom British Columbia is merely the name of a Province "somewhere in the West," and who have never heard of the potentialities of that part of the British Dominions. The same ignorance prevails about other parts of Canada, in spite of the fact that scarcely a newspaper or magazine is published to-day which does not contain some reference to the remarkable results which are being obtained in nearly every quarter of the Dominion.

The average man does not read statistics, and if he did, could form little idea of the facts they are intended to represent, especially with reference to a country like Canada, where everything save population—is on such a large scale. The Americans, of course, are alive to what is happening, and with characteristic instinct for good business are pouring into Canada in thousands to take the cream, leaving the milk for the Britisher, who will stroll in when the trails have already been worn and the choice land has been taken. During 1909 nearly 90,000 Americans found their way into Canada—to settle—and enjoy the magnificent products she is ready to yield.

The Dominion and British Lands, Ltd.—a company formed for the guidance of British settlers and investors—foresaw what is now happening, and for some time have been carefully inspecting the best of the many "propositions" in both uncleared and improved land. They secured, in the first place, the services of an expert who had for many years made a hobby of the study of Canadian land, and had accumulated a mass of information of incalculable value when the time came to turn it to account. The

OATS REACHING TO A MOUNTED MAN'S THIGH: A SPLENDID CROP IN THE BULKLEY VALLEY, BRITISH COLUMBIA.

By Courtesy of the Grand Trunk Railway.

which will afford him the field of work in which he is most likely to succeed.

The scope of the enterprise of the Dominion and British Lands, Ltd., comprises the control by the Company of large tracts of prairie-lands, and of fruit-land and mixed farming-land in British Columbia, and improved

concerned, it is certain that the favourable conditions which have hitherto prevailed with a view to the earlier development of that Province will soon cease to exist, and that "ground floor" propositions will be a thing of the past.

It is no part of the policy of this Company to persuade prospective buyers; but it is their business to afford information and advice, and, if necessary, personally conduct parties interested over any properties which appeal to them as offering a sound investment. Moreover, the Company is in a position to place at the disposal of purchasers of land expert advice as to the best and most profitable means to be employed to enable them to realise their investments to the best advantage. It is interesting to note that several of the Directors of the Company have quite recently visited Canada, and were so much interested by what they saw that they proceeded immediately to widen the scope of their operations and have since acquired considerable areas of land to meet the inevitable rush of the next two years.

The right-hand photograph at the foot of this article shows, to some extent, what has actually been done on absolutely virgin soil, thickly covered with timber. The original owners, who are also the present owners, were, doubtless, five years ago regarded as adventurous, if not eccentric, in their ideas as to the possible future of their venture. To-day it would be difficult to name a price which would persuade them to part with their interest in the place. The other photographs are representative of typical scenes in this wonderful country, which a few years ago was practically unknown.

It is anticipated that the current year will be a record one, so far as Canada is concerned; and whilst there is room and to spare for every unit of our so-called "surplus population," the indiscriminate buying of lands by persons who know nothing of the special conditions obtaining in the particular district they have chosen, will



LAND CALLING FOR CULTIVATION: ON A TYPICAL CANADIAN PRAIRIE.



LAND CULTIVATED: ORCHARD NEAR THE KETTLE RIVER, PLANTED IN 1904.



A PLACE OF GREAT BEAUTY AND GREAT POSSIBILITIES IN THE KETTLE RIVER VALLEY.



FRUIT FARMING IN PERFECTION: A GREAT ORCHARD IN BRITISH COLUMBIA.

Photograph by Courtesy of the Canadian Pacific Railway.

result has been the organisation of a business, with offices in Eastern and Western Canada and in England, the main objects of which are (1) to provide the careful investor with the opportunity he seeks to put out his money to-day in an enterprise which is bound to yield to him a handsome return in the near future; and (2) to show the settler where he can secure the particular description of land, improved or otherwise,

farms in Ontario. No land has been acquired which cannot be recommended, and in every instance where undeveloped tracts have been bought due regard has been paid to considerations of climate, altitude, proximity to railways and other means of transportation, markets, the nature of the soil, and price. The Company has been exceptionally fortunate in obtaining its property on easy terms; and, at least so far as British Columbia is



SHOWING BOTH PLANTED AND UNCLEARED SECTIONS: A TYPICAL BRITISH COLUMBIA FRUIT RANCH.

eventually lead to dissatisfaction and loss, for which they will blame the country, whilst the fault will be at the door of the misguided man who trusts to his own judgment rather than to that of the old-timer and the expert.

It may be added that the London offices of the Dominion and British Lands, Ltd., are at 59A, London Wall, E.C., and letters or inquiries should be directed to that address.

SPORTSMAN'S PARADISE: CANADA FOR THE HUNTER AND FISHERMAN.

PHOTOGRAPHS BY PITTMAN AND C.P.R.: DRAWING BY CYRUS CUNEO, R.O.I



1. A HEAD OF THE WAPITI, OR ELK, WHICH IS NEXT TO THE MOOSE IN SIZE.
2. FISHING IN IDEAL SURROUNDINGS, WITH ROD AND LINE ON A CANADIAN LAKE.
3. A HEAD OF A WHITE TAIL DEER.
4. A HEAD OF A MULE DEER.
5. SPEARING SALMON: EXCITING SPORT IN 'BRITISH COLUMBIA'.
6. A HEAD OF THE WOODLAND CARIBOU.
7. TAKEN FROM A CANADIAN LAKE: RAINBOW TROUT.
8. A HEAD OF A MOOSE, MONARCH OF THE CANADIAN FORESTS.
9. A GOOD CATCH: BLACK BASS, PIKE, AND DORY.
10. QUARRY OF THE FUR-HUNTER: A LYNX.
11. SOUGHT BY THE HUNTER: A PRAIRIE WOLF.
12. FOOD FOR SPORTSMEN: A TIMBER WOLF.

The sporting possibilities of Canada cannot be too well known, for the Dominion is a veritable paradise for those who shoot and fish. Its big game includes moose, deer, caribou, wapiti or elk, big horn or mountain sheep, musk ox, grizzly bear, black bear, wolves, puma or cougar, Canada lynx, and antelope. The small game ranges through practically the whole gamut of fur-bearing animals, and comprises also a remarkable variety of water-fowl. The fisherman will find salmon and trout in greater profusion in Canada than in any other country, as well as those fine game fish, bass, maskinonge, ouananiche or landlocked salmon, and many other varieties.

THE OLDEST BANK IN THE DOMINION.

IT was in 1817 (over ninety-three years ago) that there was established in Canada (then regarded by England, and even by Europe, as little more than an outpost of civilisation) the institution which

is now the oldest and the premier bank in the Dominion—the Bank of Montreal. It opened for business on Nov. 3, 1817, in premises between what are now St. Nicholas and St. François Xavier Streets, with a paid-up capital of 350,000 dollars.

Beyond the Maritime Provinces, Canada was then *terra incognita*, and its vast potentialities, which are only now being realised, were as little known as when the French statesman characterised it as a desert of snow. As an index to its development—how settlers have pushed further and further West, how railroads have been flung across the continent to link the Atlantic with the Pacific, how cities have risen where Red Indians were never seen, and how even the great North-West is being brought under the cultivation which has made Canada already “the Granary of the Empire”—this movement, epic in its vastness and romantic in its rapidity, has its index in the growth of the Bank of Montreal, which alike reflects and has played a leading part in this unexampled opening-up and settlement of a country.

The business development of the Bank of Montreal (for nearly half a century past the Financial Agents of the Canadian Government) forcibly shows what that progress has been. Established in 1817, and subsequently incorporated by Act of Parliament, the Bank commenced, as already noted, with a paid-up capital of 350,000 dollars, though at that time, and until 1858, the accounts were kept in what was styled Halifax currency—£ s. d., the sovereign being valued at four dollars. In 1819, only two years after its establishment, the capital was nearly doubled, being increased to 650,000 dollars, and in the following year (1820) to 750,000 dollars. Subsequent increases may be best shown in tabular form:

	Capital (Dols.)
1820 ..	850,000
1841 ..	2,000,000
1845 ..	3,000,000
1855 ..	4,000,000
1860 ..	6,000,000
1873 ..	12,000,000
1903 ..	14,000,000
1905 ..	14,400,000

Equally significant are the figures of the Reserve Fund, which was founded in 1819 by the laying aside of 4168 dollars, the balance after the distribution of a dividend at the rate of 8 per cent. From that small beginning there has been accumulated the reserve shown in the progression below—

Reserve (Dols.)	Reserve (Dols.)	Reserve (Dols.)
1825 .. 30,780	1870 .. 3,000,000	1902 .. 8,000,000
1830 .. 31,360	1880 .. 5,000,000	1903 .. 10,000,000
1840 .. 89,480	1884 .. 6,000,000	1906 .. 11,000,000
1850 .. 120,192	1900 .. 7,000,000	1908 .. 12,000,000
1860 .. 740,000		

Over and above this Reserve Fund, there are accumulated and undivided profits to the amount of 961,789 dollars. The Bank premises, which appear in the Balance Sheet at the modest figure of 600,000 dollars, have an actual value, according to a recent valuation, of 7,000,000 to 8,000,000 dollars.

The extending range of the Bank's business led as long ago as 1858 to the establishment of the Montreal branch as a distinct and separate business from the Head Office, which was thus set apart from local banking interests to direct and control the operations of the corporation throughout Canada as a whole. In 1863 the Bank of Montreal was appointed Bankers in Canada for the Canadian Government, and since 1893 the Bank has been the Financial Agent for the Dominion Government of Canada in Great Britain.

the Hon. Robert Mackay, Sir Thomas Shaughnessy, K.C.V.O., Mr. David Morrice, Mr. C. R. Hosmer, Mr. A. Baumgarten, and Mr. H. V. Meredith; while the General Managership as well as Vice-Presidency are in the hands of Sir Edward Clouston, Bt.

Beginning with a dividend at the rate of 8 per cent. per annum, the Bank of Montreal has, with the exception of two years in the 'fifties, continuously paid dividends; while since 1883 the rate has been uniform at 10 per cent. per annum, and the fully paid shares of 100 dollars each (carrying a liability in event of liquidation of an equal amount) now stand at 249 dollars.

The last Annual Report, for the year ending Oct. 31, 1910, shows the stability and increasing business of the Corporation. The capital (all paid up) amounts to £2,958,904—the figures, for the convenience of readers, are translated into pounds sterling—while the Reserve Fund totals £2,465,753, to which should be added the sum of Undivided Profits to the amount of £197,627. From the year ending Oct. 31, 1909, there was brought forward a balance from Profit and Loss Account of £124,067, while the profits for the current year, deducting all charges for management and allowances for doubtful debts, amounted to £369,450, or a total of £493,518. Dividends at the rate of 10 per cent. per annum, paid quarterly, absorbed £295,890, and left £197,627 to be carried forward to this year.

Against all liabilities, the assets amounted to £49,292,945, while the deposits were £40,591,203, and the notes in circulation £2,979,984.

The steady progress of the Bank is shown by the fact that for the first time in its history the note circulation exceeds the capital, and the corporation utilised the emergency circulation authorised by the Government. This is the reflex of the progressive prosperity of the country, despite the partial failure of the wheat crop in some districts of the West.

One feature of the Bank's conservative policy in finance to be noted is its action in holding in other countries than Canada large reserves, which may be immediately available for conversion into cash.

One important point to which the President, Mr. R. B. Angus, drew attention in his speech at the annual meeting was the increasing transfer of money from other countries to Canada, especially from England, in view of political and financial unrest. In that connection it need only be added that the Bank of Montreal undertakes monetary business with all parts of Canada, Newfoundland, and the United States, and issues sterling and currency drafts and cable transfers.



VISIBLE SIGN OF THE DOMINION'S RAPID GROWTH: THE BANK OF MONTREAL—ITS HEAD OFFICE.

The Bank of Montreal was established in 1817, when most people regarded Canada as nothing more important than an outpost of civilisation. To-day the Bank has no fewer than 152 branches and agencies, in the Dominion, Newfoundland, the United States, and Mexico. This to say nothing of the London office.

To-day the Bank of Montreal has as many as 152 branches and agencies throughout the Dominion, and in Newfoundland, the United States, and Mexico. The London office is 47, Threadneedle Street, with the Right Hon. Lord Strathcona and Mount Royal, G.C.M.G., G.C.V.O., and Mr. Thomas Skinner, as the London Committee; and the Manager is Mr. F. Williams Taylor.

The Board of Directors consists of Lord Strathcona, the Hon. President; Mr. R. B. Angus, President; Sir Edward Clouston, Bt., Vice-President; Mr. E. B. Green-shields, Sir William Macdonald, Mr. James Ross,

THE FIRST CHARTERED BANK OF NOVA SCOTIA

IT was as long ago as 1832 that by special Act of Parliament there was incorporated the Bank of Nova Scotia—the first chartered bank in this Maritime Province. Its capital was fixed at £100,000, of which £50,000 was paid up (it is interesting to note that the decimal coinage of dollars and cents was not adopted until 1860, up to which year sovereigns, doubloons, Peruvian, Mexican, and the old Spanish coins were alike legal tender). The Act of Incorporation introduced for the first time into Canada the full liability of shareholders, who, in event of failure and after ordinary resources had been liquidated, pledged themselves to pay an amount equal to the stock they held. On Aug. 10,

the big financial operations of the Bank to-day. The number of branches was originally small, and it was not until about 1870 that the establishment of agencies and branches was vigorously undertaken. Various smaller organisations were absorbed, and despite the severe depression in the trade of Nova Scotia through the decline in the building of wooden ships, the Bank emerged safely, and began to extend its operations still farther afield.

To-day, the authorised capital of the Bank is 5,000,000 dollars (ten times the original capital), of which 3,000,000 dollars is paid; while the reserve fund amounts to 5,650,000 dollars, thus showing a handsome excess over the working capital; while the total assets are 53,500,000 dollars. Mr. John Y. Payzant is President of the Board of Directors, and Mr. Charles Archibald Vice-President, the other members of the Board being Messrs. R. L. Borden, G. S. Campbell, J. Walter Allison, Hector McInnes, N. Curry, and J. H. Plummer. The General Manager is Mr. H. A. Richardson, Mr. D. Waters Assistant General Manager, and Mr. G. Sanderson, Mr. C. D. Schurman, and Mr. E. Crockett as Inspectors. The head offices remain at Halifax, N.S., but the wider area of the company's business has led to the transference of the General Manager's and Executive offices to Toronto. The Bank has branches in every Province of the Dominion of Canada, and in Cuba, Jamaica, Newfoundland, Porto Rico, and the United States. In all there are ninety-nine branches, of which twenty-seven are in Nova Scotia, fifteen in New Brunswick, two in Prince Edward Island, twenty-three in Ontario, six in Quebec, one in Manitoba, two in Alberta, two in Saskatchewan, one in British Columbia, seven in Newfoundland, ten in the West Indies (two in Cuba, seven in Jamaica, and one in Porto Rico), and three in the United States (at Boston and Chicago, with an agency

in New York). The Bank undertakes every class of banking business, and has correspondents in every part of the world—in Great Britain the Royal Bank of Scotland, in France the Crédit Lyonnais, and in Germany Dresdner Bank.

The last balance-sheet showed deposits to the amount of

39,958,000 dollars, while the notes in circulation amounted to 2,745,000 dollars. The net profits for the year were, after allowance for bad debts estimated and provided for, 662,301 dollars, out of which there was paid the usual dividend of 12 per cent. per annum, while 150,000 dollars were transferred to the Reserve Fund and a balance carried forward of 42,166 dollars.



THE MAIN OFFICE OF THE BANK OF NOVA SCOTIA, AT TORONTO.



READY FOR USE AS SOON AS THE BANK OPENED ITS DOORS: A FIVE-POUND NOTE ISSUED BY THE BANK OF NOVA SCOTIA ON AUGUST 6, 1832.

The note circulation of the Bank was ready for use as soon as the Bank opened its doors. The denominations were £1 10s., £2, £2 10s., £5, and £10. The first three denominations were prohibited by the Act of 1833. Meantime, 19,600 notes of £1 10s., 9800 of £2, and 9800 of £2 10s. had been circulated. The last note of these three issues presented for redemption was destroyed on March 20, 1866.

all preliminary matters having been arranged, the Bank opened its doors and commenced business.

From that beginning to the present position of the Bank of Nova Scotia there is the history of nearly eighty years' steady development and extension of business. From the primitive methods of transferring specie from one branch to another by schooner, stage-coach, or sledge, and the issue of notes for as low a sum as thirty shillings, it is a long distance to the wide area of the business and

foundland, Porto Rico, and the United States. In all there are ninety-nine branches, of which twenty-seven are in Nova Scotia, fifteen in New Brunswick, two in Prince Edward Island, twenty-three in Ontario, six in Quebec, one in Manitoba, two in Alberta, two in Saskatchewan, one in British Columbia, seven in Newfoundland, ten in the West Indies (two in Cuba, seven in Jamaica, and one in Porto Rico), and three in the United States (at Boston and Chicago, with an agency

A FAR-REACHING ENTERPRISE: A BANK WITH 180 BRANCHES.

UNDER one of the first charters of the Dominion Government, there was incorporated in 1869, with its head office at Halifax, Nova Scotia, the "Merchants Bank of Halifax," which, the better to accord with the extending radius and volume of its business, was changed to the "Royal Bank of Canada" by an Act of the Dominion Parliament in 1901, while another Act in 1907 sanctioned the removal of the head office from Halifax, Nova Scotia, to Montreal, Province of Quebec.

As the Bank's original title implied, its operations were primarily confined to Nova Scotia and the neighbouring Maritime Provinces of New Brunswick and Prince Edward Island. But in 1887 the Bank opened its first branch in Montreal, and ten years later its operations had so extended that the Farthest West was invaded and a branch opened in Vancouver, British Columbia, thus connecting the Bank's Eastern business with the Pacific coast. The extending and comprehensive character of the Royal Bank is best shown by the following table of the dates of the establishment of twenty-two representative branches, as indicating the course of development from its original institution at Halifax, N.S., in 1869—

- 1869—Halifax, Nova Scotia.
- 1871—Truro, Nova Scotia.
- 1871—Sydney, Nova Scotia.
- 1873—Charlottetown, Prince Edward Island.
- 1882—Sackville, New Brunswick.
- 1883—Newcastle, New Brunswick.
- 1886—Moncton, New Brunswick.
- 1887—Fredericton, New Brunswick.
- 1887—Montreal, Province of Quebec.
- 1895—St. John's, Newfoundland.
- 1897—Vancouver, British Columbia.
- 1899—Havana, Cuba.
- 1899—New York, U.S.A.
- 1899—Ottawa, Ontario.
- 1900—St. John, New Brunswick.
- 1903—Toronto, Ontario.
- 1906—Winnipeg, Manitoba.
- 1907—San Juan, Porto Rico.
- 1908—Nassau, Bahamas.
- 1909—Hamilton, Ontario.
- 1909—Quebec, Province of Quebec.
- 1910—London, England.
- 1911—Kingston, Jamaica.

Last year, on Nov. 1, 1910, the Royal Bank further increased its connections by its absorption

of the Union Bank of Halifax and its branches throughout the Maritime Provinces and in Porto Rico and Trinidad. The



INCORPORATED IN 1869 AS "THE MERCHANTS' BANK OF HALIFAX", THE ROYAL BANK OF CANADA'S HEAD OFFICE IN MONTREAL. The growth in volume of business caused the name of the Merchants Bank of Halifax to be changed to the Royal Bank of Canada, in 1901.

paid-up capital of the Union Bank, whose business is now amalgamated with the Royal Bank, was 1,500,000 dollars, with a reserve fund of 1,200,000 dollars.

The report for the year ending Dec. 31, 1910, states that the paid-up capital of the Royal Bank is 6,200,000 dollars; while the reserve fund exceeds this, amounting to 7,200,000 dollars, and the total assets represent 93,000,000 dollars.

In all, the Royal Bank of Canada has 180 branches, comprising 160 in the Dominion of Canada and in Newfoundland, covering every Province from the Atlantic to the Pacific, including twenty-nine in Ontario, ten in Quebec, three in Alberta, eight in Saskatchewan, four in Manitoba, twenty-nine in British Columbia, sixteen in New Brunswick, two in Prince Edward Island, sixteen in Nova Scotia, one in Newfoundland. Overseas, the Royal Bank has eleven branches in Cuba (at Caibarien, Camaguey, Cardenas, Cienfuegos, Havana, Havana-Galiano St., Manzanillo, Matanzas, Mayari, Sagua, and Santiago de Cuba), four in the British West Indies (Nassau in the Bahamas; Kingston, Jamaica; Port of Spain and San Fernando, Trinidad), together with branches at New York (68, William Street), and in Great Britain at 2, Bank Buildings, London, E.C., the Manager of which last-mentioned branch is Mr. James Mackie.

The dividend to shareholders is 12 per cent. The Board of Directors consists of Messrs. H. S. Holt, President (Montreal); E. L. Pease, Vice-President (Montreal), Wiley Smith (Halifax), Hon. David MacKeen (Halifax), Jas. Redmond (Montreal), F. W. Thompson (Montreal), G. R. Crowe (Winnipeg), D. K. Elliot (Winnipeg), W. H. Thorne (St. John, N.B.), Hugh Paton (Montreal), T. J. Drummond (Montreal), Wm. Robertson (Halifax).

To these names should be added those of the principal officers of the Executive Staff, of which Mr. Edson L. Pease is General Manager, with Mr. C. E. Neill and Mr. F. J. Sherman as his Assistant Managers. The Superintendent of Branches is Mr. W. B. Torrance; while in British Columbia Mr. C. A. Crosbie is Supervisor of the Royal Bank in that Province, Mr. E. L. Thorne in the Maritime Provinces, Mr. T. R. Whitley of the Central Western branches, and Mr. F. J. Sherman of the branches in Cuba.

THE DOMINION BANK OF CANADA.



MR. WILMOT DELOUI MATTHEWS,
VICE-PRESIDENT OF THE DOMINION
BANK.

Mr. Matthews is also a Director of the Canadian Pacific Railway, of the Toronto Street Railway, and of other important Corporations.



MR. EDMUND BOYD OSLER, M.P.,
PRESIDENT OF THE DOMINION BANK.
Mr. Osler is also a Director of the Canadian Pacific Railway, of the North of Scotland Canadian Mortgage Company, Ltd., and of other important Corporations.



MR. CLARENCE A. BOGERT,
GENERAL MANAGER OF THE
DOMINION BANK.

Mr. Bogert entered the service of the Dominion Bank when he was seventeen. Ten years later he had risen to be Assistant-Inspector at Toronto.

THE Dominion Bank was established shortly after the consolidation of the several Provinces into one Dominion, and both the country and this great financial institution vividly reflect their sweeping progress, especially during the last few years. The extent to which a financial institution such as the Dominion Bank profoundly affects the development of a country, and especially a young and growing country like Canada, can only be realised when one learns how, through its numerous branches covering the whole Do-

minion, this corporation is brought into direct contact with industry and agriculture in all its phases, through the delicate medium of finance. Before getting down to the bedrock of figures, it is fitting to draw attention to the striking personality of the Directorate and Executive, whose policy and organisation have brought the Dominion Bank to its position of phenomenal stability and strength, so that its reserve fund and undivided profits now exceed the paid-up capital by over 25 per cent. Such names as E. B. Osler, W. D. Matthews, A. W. Austin, W. R. Brock, James Carruthers, R. J. Christie, J. C. Eaton, J. J. Foy, and A. M. Nanton, who constitute the Board of Directors of the Dominion Bank, are an epitome of the enterprise, the industry, and the resources which have raised Canada

Messrs. A. E. Gibson and M. S. Bogert as Inspectors for the Western and Eastern Branches respectively.

Mr. Clarence A. Bogert, who was appointed General Manager in 1906, was only seventeen years of age when he entered the Dominion Bank as a clerk, and, starting on the lowest rung of the ladder, he climbed so steadily that within ten years he was appointed Assistant Inspector at Toronto, and, less than five years later, he had been raised to the office of Assistant Man-

ager. When, in 1898, the Dominion Bank decided to open a branch in Montreal, it was to Mr. Bogert that the management was entrusted, and by his ability and tact he built up there so large a business that, when the General Managership fell vacant in 1906, it was upon Mr. Bogert's shoulders that the mantle of that onerous and high office was bestowed. Devoting himself from his first entrance to the Bank; as a junior clerk, to the work and principles of finance with a rare single-mindedness, Mr. Bogert has made his work his life, and the reward of that devotion is seen in his elevation to so responsible and honourable position at so early an age. To a profound grasp of the principles of banking as such, and a wide and first-hand experience of the varying



AN INSTITUTION THAT DATES ALMOST FROM THE CONSOLIDATION OF CANADA INTO THE DOMINION; THE DOMINION BANK—ITS HEAD OFFICE AT TORONTO. The Directorate of the Dominion Bank is particularly striking, possessing very exceptional authority and influence; and it is remarkably well served by its Executive Staff.

Winnipeg. In the carrying out of its policy, this Directorate of such exceptional authority and influence is fortunate in the services of its Executive Staff,



ONE OF THE NUMEROUS BRANCHES: THE DOMINION BANK AT WINDSOR, ONTARIO.



ONE OF THE NUMEROUS BRANCHES: THE DOMINION BANK AT WINNIPEG.

to its great position, though this is but the prelude to what will be achieved in the future.

The President of the Bank is Mr. Edmund Boyd Osler, M.P., one of the Directors of the Canadian Pacific Railway and other large corporations, as well as head of the firm of Osler and Hammond, Toronto, and Osler, Hammond, and Nanton, Winnipeg. Mr. Wilmot D. Matthews, the Vice-President, is one of the largest grain-merchants in Canada, and a Director of the Canadian Pacific Railway and other leading commercial enterprises. Mr. A. W. Austin is a distinguished figure in Canadian finance and commerce; while Mr. W. R. Brock, as a member of the great wholesale dry-goods firm of W. R. Brock, Ltd., of Toronto, Montreal, and Calgary, is an expert on the industrial and economic conditions of the whole country; as also is Mr. J. C. Eaton, the President and controlling partner in the T. Eaton Company, Ltd., the great Canadian store which is one of the largest in the world. Mr. James Carruthers, of James Carruthers and Company, Ltd., is one of the biggest exporters of grain in Canada; and Mr. R. J. Christie is President of Christie, Brown, and Co., Ltd., the famous manufacturers of biscuits in the Dominion. The Hon. J. J. Foy, M.P.P., is the Attorney-General for the Province of Ontario; and Mr. A. M. Nanton is the well-known capitalist and financier of



A DOMINION BANK INTERIOR: IN THE HAMILTON, ONTARIO, BRANCH.

which comprises Mr. Clarence A. Bogert, the General Manager; Mr. H. J. Bethune, as Superintendent of Branches; Mr. E. A. Begg, Chief Inspector; with

dollars. The annual dividend amounts to 12 per cent, per annum, and since its foundation in 1871 the Dominion Bank has never paid less than 8 per cent. per annum.

conditions of business, industries, and agriculture in Canada, Mr. Bogert adds an innate charm of manner and social graciousness which not merely relieve but accentuate the inflexibility of his purpose and the decisions which come so quickly and clear-cut that it is difficult to realise the knowledge and intuition which have formed them.

The record of the last four years shows how brilliantly and well his duties have been discharged. The authorised capital of the Bank has been increased from 4,000,000 dollars to 10,000,000 dollars, while the paid-up capital now stands at 4,000,000 dollars, as against 3,000,000 dollars. During the same period, under Mr. Bogert, the reserve fund has been enlarged from 3,500,000 dollars to 5,400,000 dollars, which places the Dominion Bank in the exceptionally strong position of having reserves which greatly exceed the paid-up capital. The last half-yearly report showed an increase of 6,500,000 dollars in deposits, which now amount to 49,000,000 dollars, an increase of 15,000,000 over 1906, when Mr. Bogert took over the General Managership; while during the same period the assets have risen from 41,000,000 dollars to 63,000,000

GATHERING FURS FOR CORONATION ROBES: CONTRIBUTORS TO POMP AND CIRCUMSTANCE, IN CANADA.

DRAWN FROM LIFE BY ARTHUR HEMING.



SUPPLEMENT TO THE ILLUSTRATED LONDON NEWS, FEB. 18, 1911.—XXXIII

SORTING THEIR CATCH OF ERMINE: INDIAN HUNTERS FOR THE HUDSON BAY COMPANY WHILE MAKING THE ROUND OF A FUR TRAIL.

Mr. Heming, describing his Drawing, writes: "Canada is the greatest fur-producing country in the world, and over ninety-five per cent. of the furs are secured by Indians and half-breeds. The hunting is done during the winter season, and, as most of the animals are frozen when found in traps or snares, the pelts are not removed until the bodies are thawed at the home camp. Our Illustration

depicts the trappers squatting upon a carpet of spruce-brush as they rest and smoke after halting for lunch while on the periodical round of one of their fur trails in the heart of the Great Northern Forest. In the background may be seen the frozen carcass of a Canada lynx as it was taken from the snare."

A GREAT CANADIAN BANKING INSTITUTION.

PROMINENT among the great banking institutions of Canada is the Merchants Bank, which was founded in 1864 by the late Sir Hugh Allan, who was its first President, with Mr. Jackson Rae as cashier. The initial capital was 100,000 dollars, and its business then lay chiefly in Montreal city.

Within four years of its foundation the increasing business of the Bank led to an extension of its original charter. The capital was increased, the business of the Commercial Bank was taken over, and the company's connection was extended to Ontario and Quebec. Since then the history of the Merchants Bank of Canada (the original title being thus altered to express the change in its constitution) has been one of steadily increasing business, and the establishment of a network of branches, which now covers the whole Dominion from the Atlantic to the Pacific. As the development of the country has proceeded, so the Merchants Bank has extended its influence, and, indeed, has been a notable factor in that development and the opening up of the Far West. In all the Bank has now 155 branches and agencies in Canada, sixty-three being in the Western Provinces.

The management is in the hands of Mr. E. F. Hebden, whose service in the Merchants Bank dates back to 1871, so that he brings to his responsible duties the financial experience of forty years, including twenty years in the management of various branches and ten years as Superintendent and Chief Inspector. The Board of Directors includes some of the leading capitalists and business men in the Dominion, Sir H. Montagu Allan being President, and Mr. Jonathan Hodgson the Vice-President.

The growth of the business of the Bank, especially during recent years, has been most marked, but safeguarded in accordance with the dictates of sound finance by a steady building up of the reserve fund and accumulation of the undivided profits, which now amount to 4,999,297 dollars, or £1,027,250 sterling. The capital of the Bank is 6,000,000 dollars. In little more than ten years the total deposits of the Merchants Bank have increased nearly four-fold, rising from 13,699,931 dollars in 1898 to 54,779,044 dollars in 1910. But the clearest understanding of the growth of the business of the Bank will be best gathered from the following table—

May 31.	Capital.	Reserve Fund and Undivided Profits.	Total Deposits.
1898 ..	\$6,000,000	.. \$2,600,000	.. \$13,699,931
1902 ..	6,000,000	.. 2,700,000	.. 20,892,805
1905 ..	6,000,000	.. 3,400,000	.. 28,109,616
1907 ..	6,000,000	.. 4,034,256	.. 37,616,546
Nov. 30.			
1910 ..	6,000,000	.. 4,999,297	.. 54,779,044



PROMINENT AMONGST CANADA'S BANKING INSTITUTIONS: THE MERCHANTS BANK.

The Merchants Bank was founded in 1864 by the late Sir Hugh Allan, who was its first President. The initial capital was 100,000 dollars. Since that time its business has increased phenomenally.

AMONG THE OLDEST OF CANADIAN BANKS.

IN nothing is the familiar, if trite, phrase, "Each country obtains the institutions it deserves" more forcibly brought home to the mind than in considering the financial institutions of Canada. Its chief banks reflect in every way the great and growing interests of the country, which seems to advance by leaps and bounds rather than by the gradual process of expansion, which is the rule among older communities. Among the oldest and best-managed of the Canadian banks, the Imperial Bank of Canada takes a high place. That it owes its initial success in large measure to Mr. D. R. Wilkie, who was for many years its General Manager, and now occupies the proud position of its President, is a fact to which everyone conversant with its history will gladly bear testimony. The zeal, energy, and far-sightedness of one man cannot, however, maintain the success of a business which is extending its influence in many directions. It is essential that men of high character and fine abilities, who are also the happy possessors of the other attributes to which reference has been made, should be attracted to the service of the institution, if it is not merely to maintain, but to augment the position it has acquired. That has always been within the power of the Imperial Bank of Canada to obtain. The result is that among the most successful institutions in the various Provinces are the branches it has inaugurated. Its headquarters are in Toronto, in which city there are also seven branches, while it is represented in nine leading towns in British Columbia, in eight in Alberta, six in Saskatchewan, four in Manitoba, and two in Quebec. In addition, it is represented in England by Lloyds Bank, Limited, and in Scotland by the Commercial Bank of Scotland, Limited, at their head offices and all their branches.

Its position is sufficiently indicated by the fact that, while its authorised capital is 10,000,000 dollars, its capital paid up amounts to 5,681,000 dollars, in addition to which there is a reserve fund and undivided profits amounting to 6,681,000 dollars. The value of its total assets is considerably over 60,000,000 dollars, and the rate of its last dividend was 11 per cent. While these figures are sufficient to show its fine position, it should not be overlooked that its shares, issued at 100 dollars each, are now quoted at 220 dollars. The real yield of the Bank security to its shareholders is thus about 5 per cent., a sufficiently high rate for a recognised gilt-edged security.

The stability of the Bank and the great faith which it undoubtedly inspires are due to the conservative management which has always characterised its dealings. Those dealings, from the very beginning, have been marked by an abiding faith in the development of Canada's resources, a belief which every succeeding year is shown to be well founded and capable of inspiring still greater confidence. It has, thus, been thoroughly Canadian in its outlook, and it has used its funds in advancing the resources of the country, instead of investing them in outside securities. In this way, the Bank has played a leading part in the advancement of the great agricultural interests which loom up so conspicuously in any consideration of the country's financial prosperity. This action of the Bank has been particularly notable in the great grain districts of the North-West, where the farmers need large sums to enable them to get in the crops which are fast giving them an assured independence and even wealth, and to enable it to be stored in the great "elevators" and transported to the districts where it is to be milled or to be shipped overseas to help to feed the teeming millions in the Mother Country. This business has long been recognised as highly necessary for the development of Canada, while it is a most lucrative one for the Bank. In this way its prosperity reflects the prosperity of Canada, and as the business interests of the country extend, so inevitably must those of the Bank. The alertness of its management in seizing favourable opportunities is shown by the fact that already a branch has been opened at Porcupine, Ontario, the new Canadian gold camp, which has of late been attracting large numbers of people, eager to participate in the possibilities of wealth thus unexpectedly opened up.

UNDERTAKERS OF FINANCIAL BUSINESS IN CANADA.

ESTABLISHED nearly forty years ago, in 1872, the Bank of Hamilton has a paid-up capital of 2,500,000 dollars, while the reserve fund and undivided profits exceed this by the handsome sum of half-a-million dollars, the total aggregate of the two reserves being 3,000,000 dollars. The assets are over 35,000,000 dollars. These facts speak for themselves with a directness and force that no elaborate exposition could equal as to the stability and that increasing range and volume of business which stability and the fundamental soundness of its management have brought to the Bank of Hamilton. In the life of so young a country as

Canada forty years represent a longer period than a century in Europe, and the unswerving progress of this institution is also a witness to its stability.

At the head of the Board of Directors is the Hon. William Gibson, as President, the Vice-President and General Manager being Mr. J. Turnbull; and the other members of the Directorate are Mr. C. A. Birge, Mr. C. C. Dalton, Colonel the Hon. J. S. Hendrie, C.V.O., Mr. George Rutherford, and Mr. W. A. Wood.

The business of the Bank was originally confined to Hamilton and the immediate locality, but it is now widely extended, and, indeed, embraces the whole of the Dominion of Canada, the Bank having branches in Toronto, Winnipeg, and Vancouver, and at many other cities and towns throughout the Provinces of Ontario, Manitoba, Saskatchewan, Alberta, and British Columbia, so that it is able to effect collections promptly and cheaply from sea to sea.

In Great Britain the Bank of Hamilton has as its correspondents the National Provincial Bank of England, and it is represented in Australia and New Zealand by the Bank of New South Wales. In the United States it is represented by six well-known banking corporations—in New York by the Hanover National Bank



ESTABLISHED NEARLY FORTY YEARS AGO: THE BANK OF HAMILTON—ITS HEAD OFFICE.

Founded in 1872, the Bank of Hamilton, which carries on financial business throughout Canada, and has numerous branches, has a paid-up capital of 2,500,000 dollars, while its reserve fund and undivided profits exceed this amount by half-a-million dollars.

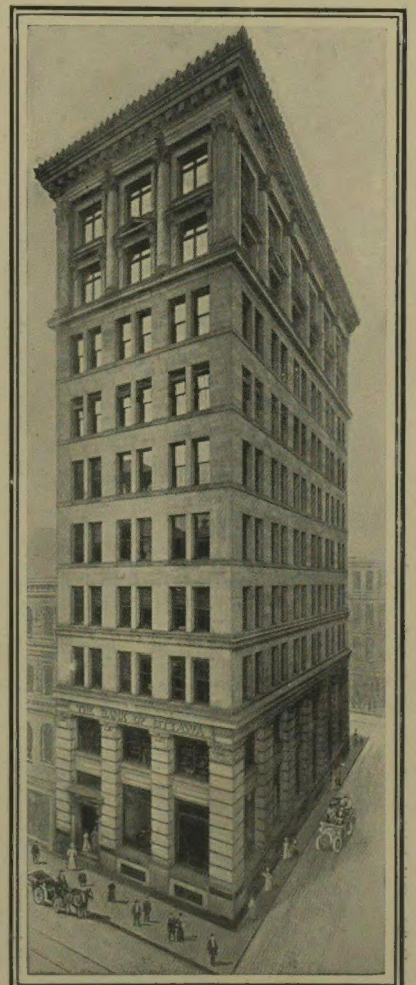
and the Fourth National Bank; in Boston by the International Trust Company; in Chicago by the Continental National Bank and the First National Bank, and in San Francisco by the Crocker National Bank. At all times the Bank of Hamilton is prepared to undertake financial business in Canada, and invites inquiries.

THE BANK OF OTTAWA.

IT was in 1858 that Queen Victoria selected the city of Ottawa to be the capital of Canada and the seat of Canadian Government, though the town dated only from 1827, when the Rideau Canal was constructed to connect Lower Canada with Kingston on Lake Ontario. The survey of the canal was carried out by Colonel By, of the Royal Engineers, and the town which sprang up came to be known as Bytown. Steadily increasing in size and importance, it was incorporated as a city in 1854, when it changed its name to that of the river Ottawa, on the south bank of which great tributary of the St. Lawrence the city stands.

Four years later its great natural advantages and its position led to the creation of Ottawa as the capital of Canada. It is the seat of the Dominion Government, of the Supreme Courts, and the Exchequer, the residence of the Governor-General, of the University, of the Roman Catholic Archbishopric, and an Anglican Bishopric, while it has many flourishing industries.

The only chartered bank having its head office in the Dominion Capital is the Bank of Ottawa. This important and—in the above-mentioned particular—unique institution was founded and commenced business in 1874, with a paid-up capital of 350,000 dollars, or, in English currency, only £70,000. It was a small initial capital, but the development on sound financial lines and the consequent increasing confidence of the public in the Bank of Ottawa are shown by the fact that to-day the capital stands at 3,500,000 dollars, with a reserve fund and undivided profits of even higher amount—i.e., of about 4,000,000 dollars. The deposits total some 30,000,000 dollars, which in itself is sufficient indication of the extent of the Bank's business. Its operations cover the entire Dominion with a network of eighty branches between Montreal and the Pacific coast. The Bank has thus exceptional facilities for the transaction of all kinds of banking and financial business, to which it gives the most careful attention. The Bank invites correspondence from those about to visit or settle in Canada and from those who seek sound and profitable investments in Canadian industries or real estate. The Bank receives money on deposit at the rate of 3 per cent. interest, which is paid half-yearly; and from any part of the British Isles emigrants to Canada or other people may transfer funds by cable or mail to the Bank of Ottawa or any of its branches. The London agents are Parr's Bank, Ltd.



ONE OF MANY BRANCHES: THE BANK OF OTTAWA—ITS MONTREAL OFFICE. The Bank of Ottawa is the only Chartered Bank having its Head Office in the Dominion Capital.

A FAMOUS HOUSE BEARING A FAMOUS NAME

IF the founder of a business is gifted with the prophetic vision so that he can see, not "as in a glass darkly," but in a bright, well-lighted panorama, the gradual growth of the enterprise until it assumes proportions undreamed of by its original patrons, what a wealth of satisfaction must have filled the soul of the brothers William and Thomas Molson when they determined to establish a private bank in Montreal, under the name of "Molson and Co.," in 1853! Even then the name of Molson was an honoured one in the Dominion, for John Molson, their father, had settled in Canada as far back as the year 1782. It was from him that his sons unquestionably inherited their enterprise, for he was the pioneer of steam navigation in North America, and built the steam-boat called *The Accommodation* in 1809. She was built for commercial purposes to ply between Montreal and Quebec, and started on her first trip on Nov. 3 in that year.

Nothing more typical of the aggrandisement and growing importance of Canada could be desired than the story of this Bank as it developed itself through the succeeding years. Indeed, it might be regarded as a picture in little of that great picture which has been written by the hand of history upon the great page of Canadian soil. It was in a comparatively small way that the brothers established the Bank, which was incorporated and began business as a Chartered Bank on April 1, 1855. Its capital was then £250,000, Halifax currency, equal to about £200,000 sterling. In the first year after it was incorporated its reserve fund was only £734, but it paid 8 per cent. on its capital of close on £80,000, the actual amount disbursed in this manner being £6131.

In 1860, the paid-up capital was one million dollars. Last year it was three million five hundred thousand dollars, so that in the course of half a century its capital had multiplied by 350 per cent. Until 1870, the business was confined entirely to the City of Montreal, but in that year a branch was opened in London, Ontario. In that year, too, the Bank paid the smallest dividend in its history. Up to that time, with one single exception, the rate had been 8 per cent. In 1869, however, it

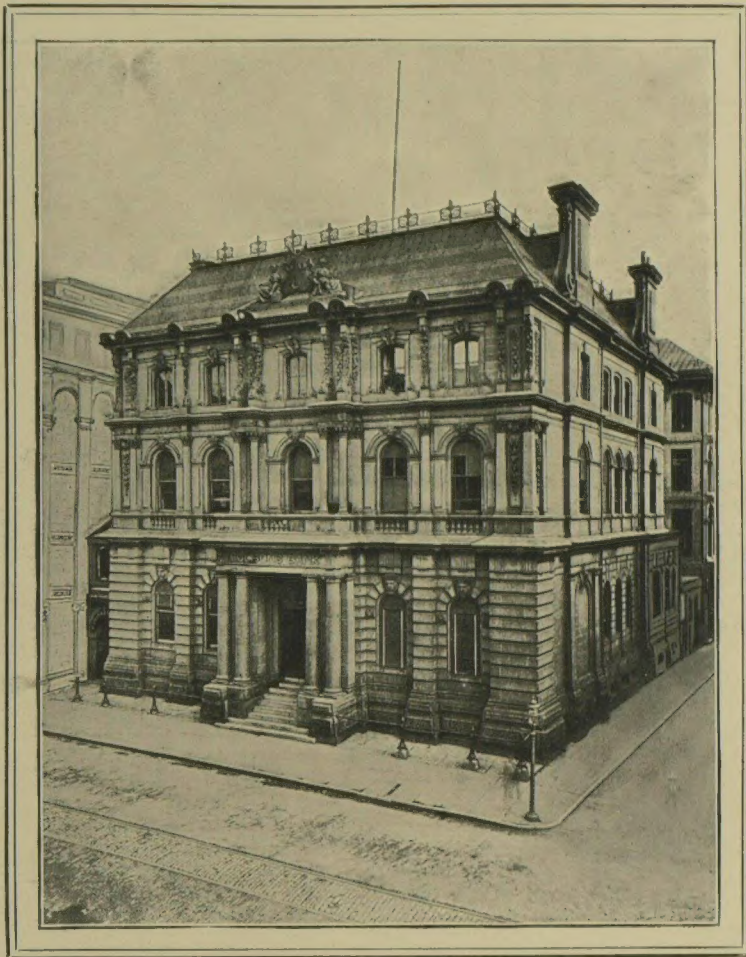
fell to 7 per cent., and in 1870, the dividend was still further reduced to 5 per cent. It did not, however,

remain at that relatively low figure, for the next year the regular 8 per cent. was resumed and continued for many years, although the paid-up capital continued to increase, thus necessitating the setting apart of larger and larger amounts to meet these demands.

Since those days, the Bank has added largely to its branches, in Ontario, the Province of Quebec, and throughout the Canadian North-West and British Columbia, so that, at the present time, it has seventy-eight branches dotted over the country and covering the territory from the Atlantic to the Pacific coast. In addition, the Bank is represented by agents in the principal centres of the United Kingdom, the British Empire, the United States, the Continent of Europe, Australia, New Zealand, China, and Japan, and, in fact, all over the civilised world.

It has been said that the Bank's success began from the time of its inauguration. This is emphasised by the fact that not only has it never passed a dividend, but that that dividend has been constantly tending upwards. In 1889, and in nearly every year till 1901, the company paid 8 per cent., with an additional 1 per cent. by way of bonus. In 1902, the dividend was 9 per cent., a rate maintained for the two succeeding years. In 1905, it was raised to 10 per cent., at which figure it has remained till Jan. 1, 1911, when the dividend was raised to 11 per cent. The result is that the average rate of dividend since the Bank's inauguration has been more than 8 per cent., while the total amount paid in dividends from 1855 to 1909 was over 8,225,000 dollars. As the average capital in that time has been 1,843,000 dollars, the shareholders have received back in dividends more than four times the sum they had invested.

It is exceedingly interesting to compare the first balance sheet given out to the stockholders at the annual meeting held on July 31, 1857, with the last statement issued to the shareholders on Sept. 30, 1909. The former showed assets of £334,089 currency, equal to 1,336,356 dollars, while the last showed assets of 38,556,337 dollars, proof that *pari passu* with the progress of the Dominion had been the progress of the Bank, which, according to the report for the last year, made a net profit for the year of over 493,000 dollars.



FOUNDED BY SONS OF THE MAN WHO WAS THE PIONEER OF STEAM NAVIGATION IN NORTH AMERICA; THE MOLSONS BANK.

John Molson settled in Canada in 1782, was the pioneer of steam navigation in North America, and built the steam-boat "The Accommodation," in 1809. His sons, William and Thomas Molson, established in Montreal, in 1853, a private bank, under the name of "Molson and Co." Out of this has grown the present great enterprise.

THE BANK OF BRITISH NORTH AMERICA

ESTABLISHED IN 1836.

Incorporated by Royal Charter in 1840.

Paid - Up Capital,
£1,000,000.

Reserve Fund,
£520,000.

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H. Stikeman, Montreal.

SECRETARY.

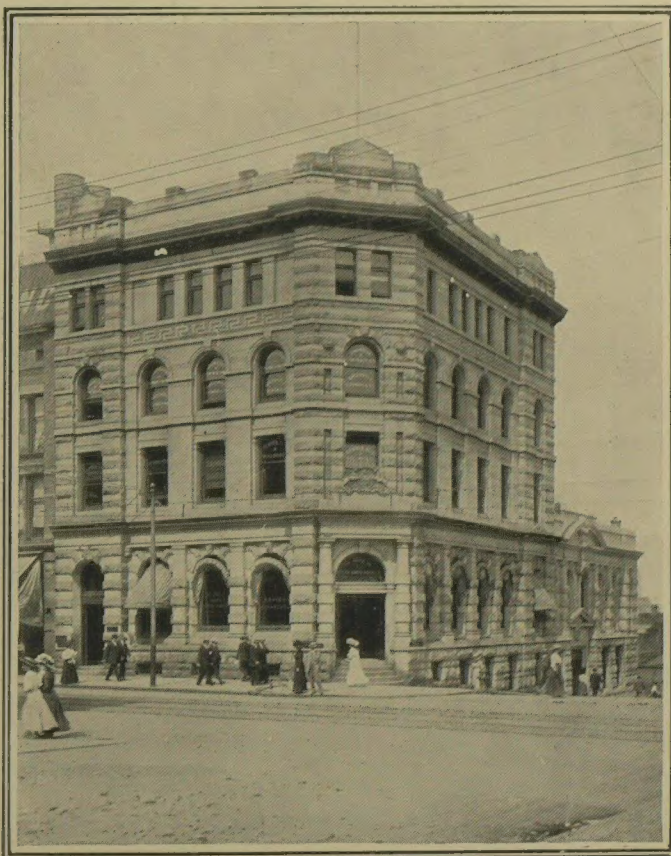
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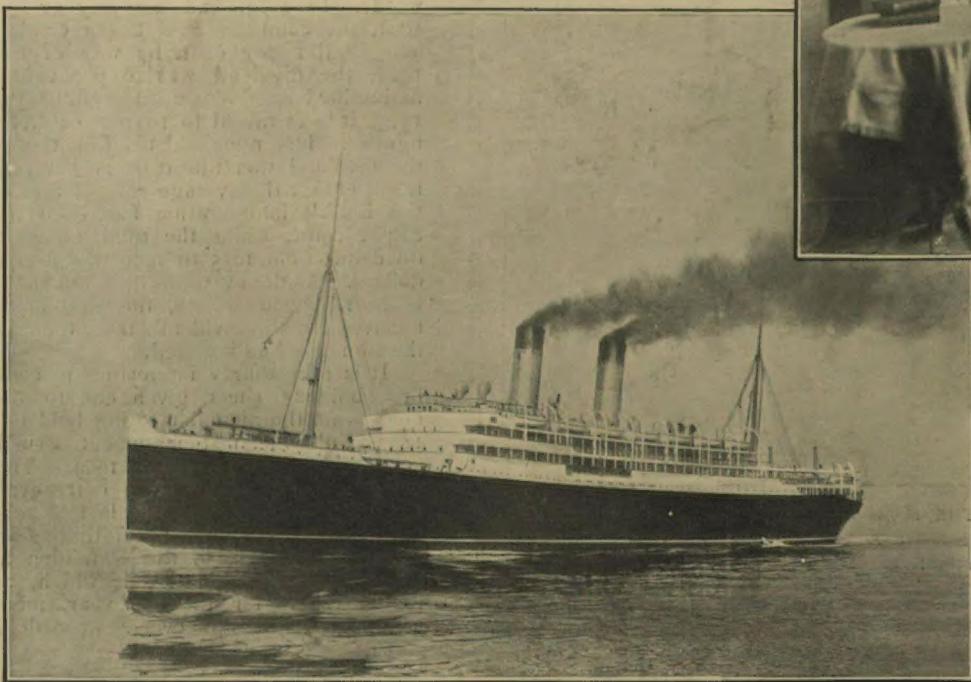
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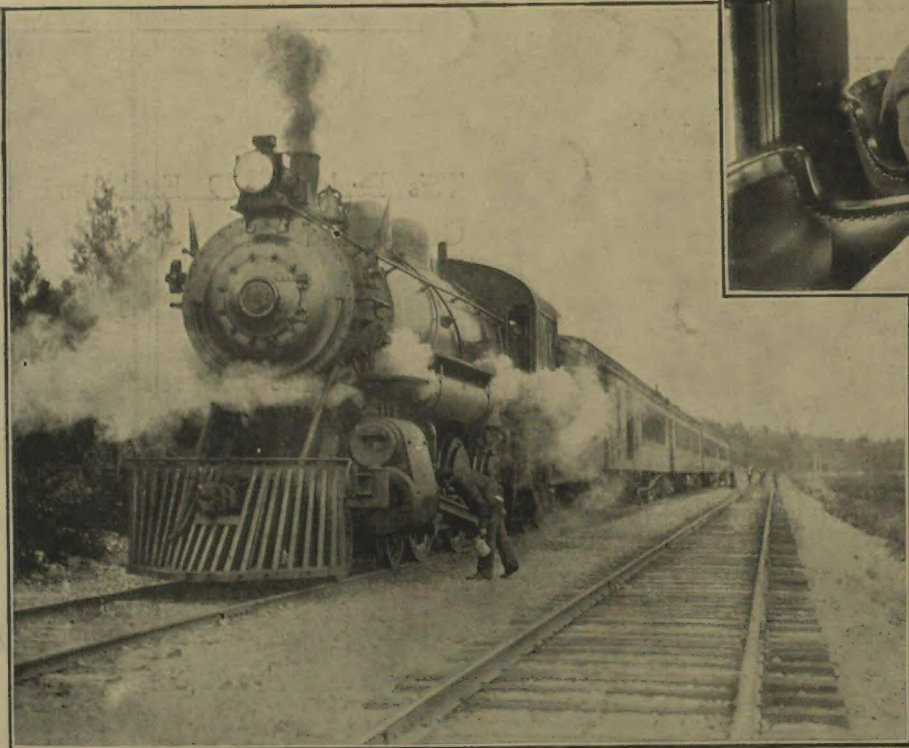
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In view of the number of Canadians who will be returning after the Coronation to Canada in the summer months, it is advisable to book one's passage well in advance.

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